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American Railroad Journal.

New York Saturday, April 13, 1873.

Grand Trunk Railway of Canada.

During the year 1871, there was an increase in the gross receipts of the Grand Trunk Railway of \$1,043,273, the whole amount being \$8,313,014, and expenses about \$6,400,000. The managers are confident that the receipts of 1872 will largely exceed those of 1871, as the two past months show an increase of \$150,000. Within a month or two the balance of the Grand Trunk equipment bonds, amounting to one and a quarter millions of dol-lars, have been disposed of at par. The work of improving the line is steadily going on. One hundred and ten miles of steel rails were laid up to January, 1872, and it is estimated that in four years the whole line will be relaid with steel, as iron has been found unsatisfactory on account of the rigor of the seasons, and the immense amount of freight transported. In the improvement of the rolling stock, twenty-two first-class passenger cars, twenty Pullman cars, twenty engines and a very large number of second-class passenger and freight cars have been added the past year, and more have been ordered for future use. During the past three years, one-thousand changeable gauge cars, for through traffic in freight, have been added, and fifteen hundred ordinary bex and platform cars, making a total addition to the carrying capacity of the road of twenty-five hundred cars, The company have also ordered a new and com-modious iron ferry-boat for use at Sarnia, large enough to transport a full passenger train.

APRIL INVESTMENTS

To those who have funds to invest, and to those who wish to increase their income from funds already invested in other securities, we recommend Northern Pacific Seven-thirties. Bearing Seven and Three-tenths (7 3-10) gold interest, and secured by a First Mortgage on both the Road and Land Grant of great extent and value, they combine unusual Profitableness with unquestionable Security.

The proceeds of all sales of Land are required to be devoted by the Trustees of the Bondholders as a Sinking Fund to the purchase and cancellation of the First Mortgage Bonds, or temporarily to the payment of interest thereon, if necessary. This provision will make the Railroad Company itself a large purchaser of its own securities in the open market after the Road is completed, and until the Bonds mature or are all brought in.

The Northern Pacific Railroad Company will, during the present month of April, offer for sale and settlement about Two Million Acres of its Lands in Minnesota, and many thousand acres are already taken and applied for. Thus the immense landed estate of the Company begins at once to be available.

All marketable stocks and bonds will be received (by express or otherwise) at current prices in exchange for Northern Pacific Seven-Thirties without expense to the investor.

Pamphlets and full information will be furnished on application.

JAY COOKE & CO.,

New York, Philadelphia & Washington. FOR SALE BY BANKS AND BANKERS GENERALLY.

Early Railways and Direct Lines.

It has been one of the difficulties attending the prosecution of the early railways in any part of the country, that they have been located not with reference to the shortest line between two important points in the commerce of any state or section, but to suit the needs or aspirations of small towns lying between. Subscriptions to the stock were needed, and these could only be secured by such variations from the proper route as must have disgusted the locating engineer. Mr. A. was rich; he lived in the town of B.; if the railway could run through the town of B., Mr. A. would subscribe for so much stock; if not, not; and therefore the road was located to suit the ulterior purposes of its stockholders, and not with the view of securing its economical working or the greatest amount of business. We have abundant examples of this. When the various railways which now constitute the New York Central Railway, were bnilt, the policy which we have described was very influential in locating parts thereof-that part of the road between Syracuse and Rochester, instead of being built on the line of the Erie canal, which furnished easy grades and a right of way at low cost, was diverted so as to pass through Auburn, Geneva and Canandaignatowns which contained wealthy capitalists and influential politicians, whose wishes could not be ignored—thus adding about thirty miles to the proper length of the road, and increasing the cost of operating it, which results from very heavy grades, and a bridge nearly a mile in length across the foot of Cayuga Lake. Then, again, between Rochester and Buffalo, the proper route was via the Niagara Falls, as affording better grades, and securing the pleasure travel to that resort; but Batavia and Attica had "influence" to which the interests of the road were sacrificed. The result was that it has been necessary to build a railway on the direct and natural route between Syracuse and Rochester, and from Rochester along the celebrated "ridge road" to Niagara Falls. The secondary structures have become the trunk lines, and the primary roads are now quite lateral in their character. The Erie railway did not escape similar difficulties. Its western terminus was fixed at Dunkirk, to satisfy a sentiment, and the consequence was that branches, extending to more suitable points on either hand, soon became necessary. Other instances might be cited to demonstrate that, between leading and distant points, the public imperatively demand that railways shall be built and operated over the most direct and expeditious routes.

We find on consulting railway maps, that in locating and building many western railways, the same difficulties have been encountered, with precisely the same results as in this State. Some of the older roads (and a road West of the Mississippi that is five years old, is an "old" road)are as crooked as ram's borns, and seem to have been located with reference to the needs of ambitious towns-" great" only in the dreams of their projectors, furnishing little local business, and not in position to command the traffic of a trunk line. -We see the natural result, high rates and increase of time, The straightening process, inevitable from the start, has begun; and they, if not already so, are threatened with soon being left in a subordinate and lateral position. An important work in this "straightening out" process, is the St. Joseph and Denver City Railroad, which will connect, by a route nearly straight, the important geographical positions of St. Joseph in Missouri, and Kearney City in Nebraska. It needs but a cursory examination to enable any intelligent person to discover that this road, when built, will become, naturally and inevitably, from its position, a part of the great trunk line connecting the Atlantic and Pacific Oceans, commanding a large proportion of the freight and passenger business of the Union and Pacific Railways. It will not be more practicable to ignore the advantages of a direct route and easy grades in this case, than in others which we have cited. The business so secured and assured, together with the revenue to be derived from the sale of fertile lands granted by Congress in aid of its construction, cause the bonds issued by this company to take rank among the most desirable now offered upon the market, Paying interest at the rate of eight per cent, per annum, selling at 21 per cent. discount from par, and free from taxation of every character, they provide a security for the investment of idle capital, in which nothing is to be desired : intrinsic value and a high rate of interest seldom combined are there. The whole country is interested in the progress made in the construction of this roadship canal around Niagara Falls would not be more important, and its completion will work great benefits to all having relations of any kind with the Pacific Coast and the Far West,

Improved Dumping Cart.

We berewith present to the consideration of our readers a simple yet important improvement in dumping carts, which will, we think, commend itself to all extensively using such carts on railway works or canals, in brickyards, excavating for building, mines, coal yards, etc.

The object of the device is to so facilitate the

The object of the device is to so facilitate the dumping of such carts that even boys may per form the driving and dumping, and do the latter

almost instantly.

The tail-board, instead of being slid in between cleats fastened to the side of the cart body, or hinged to the same, is fixed to two supporting arms, extending backward from the shafts, to which latter the arms are attached at a point a little in front of the axletree, which causes the

tail-board to move backwards, when it lifts, so that there is no strain upon it whatever.

The shafts, instead of being attached directly to the sxle-tree, are pivoted strongly to the side of the body, and a little in front of the axle-tree, and the cart body is fastened firmly to the axle-tree, so that the latter forms the pivot upon which the body turns in dumping.

A lever and catch is attached to the front of the body, so that when, after dumping, the latter assumes the position shown at the left of the engraving, it is firmly held in position until the catch is unlocked by the hand lever projecting sidewise from the front of the body, and convenient to the hand of the driver, whether standing on the ground or upon a foot board fastened to the under side of the shafts, just in front of the body of the cart. It is impossible for the body to play from side to side (as is the case with other carts) on account of the shafts being attached to the outside of the body, near to the wheels, which gives the horse great coatrol over the cart.

The cart is shown dumped at the right of the engraving. It will be seen that starting up the horse will at once bring the body into the position shown at the left of the figure, and lock it

This arrangement obviates all the difficulty of removing or raising the tail board when the cart is loaded, caused by pressure of the contents. A very slight exertion releases the catch in front of the cart, which instantly dumps, and the moment the horse is started, again closes.

For further particulars address William and Henry Hand, Plainfield, N. J.

The Winter of 1871-2 in the Northwest.

The following table gives the average temperature during the past winter (1871-2), at the points named. Except in two instances, the figures are furnished by the United States Signal Office at Washington, and represent three daily quotations of the thermometer at each place—morning, noon and evening:

A STATE OF THE	Dec.	Jan.	Feb.	Mar.	
	1871.	1872.	1872.	1872.	Mean.
Louisville, Ky	350	330	880	250	34
St. Louis, Mo	81	28	32	36	3134
Chicago	. 23	27	26	29	26
Baltimore	. 30	35	36	33	3316
Philadelphia	. 30	29	32	32	30
Washington	. 38	33	34	33	83
New York	. 30	30	30	29	293/4
Heleva, Montana		26	36	42	30
Kalama, W. T	. 31	32	44		36

The temperature at Helena, Montana, may properly be taken as a fair average for the territory, and hence for the mountain section of the Northern Pacific Railroad, where climatic difficulties should be encountered if anywhere. Helena is on the general route of the road, directly in the mountains, and but a few hundred feet below the bighest point on the line. Notwithstanding the past winter has been the coldest ever known in Montana, and a surprise to the people, it will be observed:

1. That the average temperature at Helena (latitude $46\frac{1}{6}$ °) for the four months was the same as that of Philadelphia, although the latter city is 4200 feet lower and 450 miles further south.

 It was four degrees warmer at Helena than at Chicago, and only three degrees colder than at Washington.

3. During February and March it was much warmer at Helena than at Philadelphia, Louisville, St. Louis or Washington. During March it was 9 degrees warmer at Helena than at Washington and Baltimore.

4. The average winter temperature at Kalama, Washington territory, on the finished portion of the Northern Pacific road, (in latitude 46°), was several degrees warmer than at Louisville, Washington or Baltimore, in latitude 39°. The greatest cold of the past winter at Kalama was 14° above zero.

Letters from members of the Montana territorial government, dated March 6ht, state that for three

weeks previous to that time (beginning about the middle of February) the weather had been so mild that all signs of winter had disappeared; farmers had put in nearly all their spring grain crops, and new grass was three inches high in the valleys. The significance of this can be appreciated when it is remembered that in the Atlantic States, as late as March 6th, intensely cold weather and heavy snows prevailed; trains were blockaded on many eastern roads, and up to the 2d of April frost had not left the ground in Pennsylvania, and the grass had not shown the slighest tinge of green.

These simple facts, mainly derived from official sources and easily verified, are the strongest possible corroboration of the statements hitherto made by the promoters of the Northern Pacific Railroad as to the climatic advantages of the valley route across the continent.—Philadelphia Inquirer, April

Camden and Atlantic Railroad.

The receipts of this road for the years ending December 31, 1870 and 1871, were as follows,

viz:				
DI JOHN B. SHIP	1870.	11	1871.	
From passengers	222,069	04	\$246,870	80
" freight	22 094		95,575	71
" express	15,750	90	17,428	96
" U. S. Mail	3,000	00	8,000	00
" miscellaneous	1,529	96	1,629	96
	334,444	23	\$364,500	43
Expenses viz:			K.131.2	
Running account	\$51,258	86	\$54,676	57
Workshop account	27,796	22	33,058	21
Superintendence	29,146	55	31,099	29
Station	13 238	66	18,474	
Construction	3,608	68	4,648	
Repairs to real estate	252	34	98	35
Repairs and renewals to				
roadway	46,610	69	96,624	63
Station repairs	2,012		3,513	
Telegraph	1,054	45	939	85
Detri 194	\$175,078	21	\$238,133	17

Balance......\$159,366 02 \$126,367 26
The president in his report says that the earnings for the year ending December 31, 1871, were \$364,500 43; and the expenses of operating the road for the same period, \$184,120 82—leaving the sum of \$180,379 61 over the current expenses, and which has been appropriated, as follows:

Two items in the foregoing statement require notice, namely, that for renewals, and that for increase to rolling stock. In regard to the latter, it was found necessary to purchase a new engine for the Summer's business, which cost \$11,250 00 Ten second-hand passet ger cars were

8,743 69

 was obtained early in 1871, and an agreement entered into with the new company, to lease their road when finished for a period of 999 years, at an anoual rent of \$2,675 for the first live years, and of \$5,000 per annum for the residue of the term. The road was not to cost over \$70,000, and to be paid for by the issue of \$37,500 of bonds, and of \$32,500 of stock. The road to be laid with a forty-pound rail, and constructed in a manner

satisfactory to your president.

It was after consideration thought that a forty-pound rail would prove too light in case it should be found expedient to work the branch with the engines used on the main line, and that the iron from the main track, though deteriorated by a use of nineteen years, would answer a better purpose. An additional clause was therefore added to the agreement, wherein it was stipulated that the May's Landing Railroad Company should pay this company the price of a forty-pound rail, with fastenings, viz., \$34,825 10, and that this

transportation 4,303 99

There remains a balance of........\$49,265 59 to be charged to the renewal of roadway, conse-

quent on the above named contract.

This iron has all been received, a portion of it laid, and a corresponding amount of old iron delivered to the May's Landing Road, which road is now completed to the extent of the grading and bridging, and will be opened for traffic during latter spring or early summer months.

On the ninth of August the Vineland Railroad, crossing your road at Winslow, and connecting with the New Jersey Southern at Atsion, was opened to freight and passengers. The business derived from this road has not thus far met our expectations, but it is increasing and will, doubtless, continue to do so until it becomes a source of considerable revenue.

A road from Atco to Williamstown, and thence to Glassboro, on the West Jersey Railroad, is now in the course of construction, and it is expected to be completed during the present year. As this road will pass through a rich and thickly populated district, and as there is an important glass factory at Williamstown, we may anticipate an accession of both passengers and freight from this connection.

There is also in contemplation a road from Blackwoodtown to White Horse, a distance of about four miles. This road your board has offered to hase at a rental of seven per cent. on its cost, not to exceed \$15,000 per mile, and to guarantee bends to an amount equal to one-half the cost. The benefit expected to be derived from this acquisition is an increase in the Marl business. Blackwoodtown being underlaid by a thick stratum of marl, said to be excelled in quality by none in New Jersey.

During the present month, and therefore not falling strictly within the province of this report, a purchase has been made of the Cooper's Point and Philadelphia Ferry Company, its franchises, stock, boats, and properly of every description, for the sum of \$82.800, to be paid for in the preferred stock of the railroad company, at par.

This purchase had become necessary to enable the company to carry on its business in a satisfactory manner.

An inspection of the "Comparative Statement of the working of the road for 1870 and 1871," in the report of the superintendent, will show a

considerable increase in the ratio of the expenses to the earnings of the year 1871, over that of 1870, namely, from 51.14 to 64.03. This increase is almost wholly due to the heavy roadway renewal consequent on the contract with the May's Landing Road. Without such explanation the statement would lead to the belief that the road had not been so economically worked as in previous years. To place this subject in its proper light, the following table, including all repairs, but excluding roadway renewals, is submitted:

the like out the same things	1870.		1871.
Miles run by engines	163,63	6	198.488
Total receipts\$3	34,444 2	3	\$364,500 43
Working expenses \$1	66,618 9	9	\$184,120 82
Receipts per mile run	\$2 0	4	\$1 88
Expenses per mile run	\$1 0	1	\$0 95
Ratio of expenses to re-			
ceipts	49.8	31	50.51

From the foregoing table it will be seen that there have been 29,797 more miles ron, and \$30,056 20, more income received in 1871 than during the previous year. That the receipts per mile run were sixteen cents less, and that there has been a reduction in the working expenses of six cents per mile.

The average number of miles run to a ton of coal, and to a quart of oil, is as follows:

In consequence of the large sum expended on the track, it is confidently believed that for three or four years to come it will require nothing beyond the ordinary renewals not exceeding in any one year that of 1870; namely, \$4,640. Nor is it supposed there will be any necessity for procuring additional engines or cars during the present year.

It is proposed to run the ferry, not under its old charter, but under the charter of the railroad company—a supplement to which permits this to be done.

The receipts for the year, after deducting the running expenses, interest, insurance, taxes, &c., were still sufficient to have paid a dividend of about nine per cent. on the entire stock. This balance, however, as has been seen, was appropriated to renewals, construction and additions to the rolling stock,—expenditures not likely to be required during the present year. And as there appears no reason to suppose the business will diminish, but, on the contrary, as the prospect is that it will increase, the stockholders have grounds for a reasonable expectation of receiving a dividend out of the year's operation.

The company have 9 locomotives, 19 first and 24 second class passenger, 4 baggage, 2 mail, 1 smoking and 97 freight cars. Miles run by locomotives with passenger trains, 112,801; with freight trains, 40,113; with gravel, wood, construction and switching trains, 10,519—total miles run, 193,433. Number of through passengers carried, 66,018½ do. way do., 249,349½; excurtionists, 51,450—total, 366,818. Number of passengers carried one mile, 14,568,875. Tons of freight carried, 66,443½.

BALANCE SHEET.

Capital stock-common	\$377,100	00
" preferred	753,600	00
Fractional scrip	1,019	58
First mortgage bonds	490,000	.00
Second mortgage bonds	500,000	00
Third mortgage bonds	100	00
Bonds and mortgages	72.339	60
Second mortgage coupon scrip	9,215	62
Wages due in December	4,046	81
Bills payable	47,124	01
Due for materials (principally for	result or the	
May's Landing and Egg Harbor	4.7	
City Railroad)	47,261	
Balance of income	126.867	26

Cost of road \$	1,767.075	16
Equipment	359 751	88
Profit and loss	101.896	28
Interest on bonded debt	78,797	56
Discount, interest, insurance, etc	7,198	55
Taxes and premiun on gold	4,484	19
Car hire	261	80
Cash on hand	11,472	85
Materials on hand	22,314	08
Notes and bills receivable	4,804	84
Due by May's Landing and Egg	a shirt its	
Harbor City Railroad and others.	39,593	06
Stock and bonds of Sea View House	80.529	68

\$2,428,174 28

President .- ROBERT FRAZER.

Directors.—Robert Frazer, Anthony J. Antelo, Andrew K. Hay, Samuel Richards, Walter D. Bell, Samuel R. Colwell, John Lucas, John F. Starr, James B. Dayton, Charles Camblos, Jr. Enoch A. Doughty, John S. Newbold, Charles F. Davenport.

Secretary and Treasurer,-D, M, ZIMMERMAN. Superintendent,-E, Collins.

Camp's Improved Dumping Cars.

We extract the following paragraphs from the Philadelphia correspondence of the N. Y. Herald:

"I have been much interested in the operations of the American Dredging Company, who have the contract for dredging the marsh land that has been selected as the most available site for the wharves of the American Steamship Company.

"The facility and regularity of their operations, the economical and rapid working of Camp's Dump Cars, which have been chosen by the company for their special merits in doing this kind of work, and the aggregate amount of work accomplished daily, * * * is another evidence that the Pennsylvania Bailroad and the American Steamship Company mean business."

We refer those interested to Mr. Camp's advertisement—in another column. Now that the frost is out of the ground, and the season for railroad work has opened, we would recommend the attention of railroad men and car builders to this valuable improvement. Three or four of our first class cempanies, East and West, will probably soon have them at work.

Steel-Headed Rails.

The Chief Engineer of the Philadelphia and Reading Railroad condemns the use of the so called steel-headed rail, on the ground that the steel head is found to separate from the body—a difficulty not yet overcome by a peculiar arrangement of the pile in rolling, which had been intended to obviate it. Of all this class of rails laid on the main track of this railroad since March, 1869, over 25 per cent. have been removed. The solid steel rails, on the contrary, have uniformly proved satisfactory, showing but little wear, after a service of about four and a half years.

1,019 58
490,000 00
500,000 00
100 00
72,389 60
9,215 62
4,046 31
47,124 01
72,389 60
126,887 26
128,428,174 28

By the report of the Maine Central Railroad, a fifty-mile link of the great shore line, delivered to and received from the Maine Central in 1871, for Boston, 4944
passengers, and for Portland, 2999. The European and North American Railroad delivered and received during the same year, for Boston, 4289, and for Portland, 2582. These roads were opened to business November 1. When completed to Bangor the Knox and Lincoln Railroad must

inevitably be one of the first passenger roads in New England. A large pleasure travel for Mount Desert and Penobscot Bay will undoubtedly set in with the hot season.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1871, were as follows:

From	freight		
AT.	passengers derendir	1,440,856	79
44	sleeping cars	. 29,889	00
16	extra baggage		
46	mails	76,500	00
64	express		47
46	rent of property	170.953	93
16	rent of cars and engines	21,261	69
88	dockage	4,506	34
			-

81	6,680,303	87
Net earnings over Chicago, Burling-		
ton and Quincy Railroad	317,366	34
Net earnings over Peoria & Oquawka	104 770	95

Total earnings in Illinois \$7,052,440 Earnings over leased lines in Iowa—		
Dubuque and Sioux City	945,277	87
owa Falls and Sioux City	282 277	90
Cedar Falls and Minnesota	121,146	08

Total	 \$8,401,141 8
Less operation	

Less operation expen	ses, viz:		
Salaries	\$161,770	49	
General expenses,	251,704	51	
Legal expenses	26,706	66	
Claims and damages	58,810	59	
Station expenses	688,775	52	
Freight train expenses	705.978	70	
Passenger 41	276,288	79	
Repairs of engines	431,366	20	
" cars	425,277	75	
" tools, &c	39,220	80	
Cleaning engines	49.858	57	
" cars	20,520	17	
Equipment expenses	58,717	53	
Repairs of road	1,157,918		
" bridges	132,424		
fencing	49,455		
Operating St. Charles	7 115	0.14	
Air Line	4,279	98	
Insurance	33,894		
Repairs of Lake Shore	00,002	-	
protection	16,937	00	
Cairo and Columbus	,		
Transit Steamer ex-			
penses	18,586	76	
Dunleith Elevator ex-	20,000		
Puniciti Micrator of			

freight by fire (not

Loss and damage of

insured)....

		5 - 100 11 11	attended to	
Leaving	net	earnings		
Deduct-		starel ama		
Charter tow v	hier	State of		

1,118 40

32,370 20

4 641 919 62

\$2,782,317 41

823,385 28

Charter tax paid State of	
Illinois \$463,512	91
Charter tax paid State of	
Iowa 19 532	91

Rent of leased lines			
		1,026,374	71
			-

Auu-			
Amount applicable to		mode	
Interest Fund, as per			
Land Office Report \$168,978	86		
Amount applicable to			
Free Land Fund, as pr	L		
Land Office Report 154.406	87		

It will be seen that the gross earnings of the whole line were \$8,401,141 81; operation expenses, \$4,641,919 62; State taxes, \$483,045 82; and rent of leased lines in Iowa, \$543,328 93—leaving net earnings, \$2,732,847 44, against \$2,857,321 80, in 1870; a decrease of \$124,474 36. The percentage of expenses to earnings, including State taxes, was 61 per cent., against 60.5 per cent. In 1870.

The gross earnings in Illinois were \$7,052,440 46, and the net, \$2,771,918 21—a decrease, compared with last year, of \$18,187 01; and of leased lines the gross earnings were \$1,348,701 35; working expenses \$824,910 28; State taxes, \$19,532 91; and rent \$543,328 93—showing a deficit of \$39,070 77. The president in his report says:

Illinois produced in 1870 and 1871 large harvests of corn, and fair crops of other cereals, which afforded a large freight traffic in Illinois the past year, and covered the decrease in earnings from business of the Iowa leased lines, caused by the partial failure of the crops in that State in 1870-71, up to the date of the Chicago fire, in October last.

The loss of traffic consequent upon the destruction of the business portion of the city by fire, has been large. Opportunely a demand from the Gulf States for the products of the Northwest, made a heavy freight traffic south, over the road in November and December.

4,280,522 25
Leaving net Earnings\$2,771,918 21
The Earnings of the leased lines in
Iowa were......\$1,348,701 35
Which, deducting the working expenses\$824,910 28

duces the net Earnings of all the lines operated by the Company to.\$2,732,847 44 Against net Earnings in 1870..... 2,857,321 80

A falling off in 1871, of \$124,474 36

Making the proportion of expenses and taxes to gross earnings 61 per cent.

The total receipts from freight transportation in Illinois, show a gain of \$128,084 20 over those

of 1870.

The net earnings over the Chicago, Burlington and Quincy Railway, under the contract of 1867, show a falling off as compared with 1870, of \$103,-728 87, which is chiefly due to the lighter traffic from the Iowa lines. The Toledo, Peoria and Warsaw contract yields a gain of \$36,951 57 over

the earnings of 1870.
19,372,210 bushels of grain were forwarded from stations in Illinois, and 4,684,590 bushels from stations in Iowa upon our lines.

Of this quantity, 18,796,100 bushels were received at Chicago, and 2,362,140 bushels at Cairo; 89,386,000 feet of lumber were forwarded from Chicago, a falling off of 32,934,000 feet as compared with the shipments of 1870.

The total quantity of freight transported in 1871, was 1,831,944 tons, equal to 262,150,386 tons hauled one mile, which yielded an average revenue of 2,32 cents per mile. In 1870, 265,409,371 tons were hauled one mile at the rate of 2,31 cents per ton; in 1869 the receipts were 2,48 cents per ton per mile.

The Passenger service in Illinois shows a loss of \$232,929 69 from 1870, a part of which is attributable to a reduction made in the tariff in August last.

The loss of records prevents the usual full reports of the Freight and Passenger departments. The reports of the General Superintendent and Chief Engineer, to which you are respectfully referred, show in detail the working of the line.

The profits of this railway depend largely upon cheap transportation to the seaboard. At the present moment this is controlled by three Trunk lines of railway, which by means of their extensions, by leases, and traffic arrangements with new railways, cover the larger portion of Illinois, Iowa and Missouri. During the winter months they are overburdened with traffic, obliging the local western lines to await their convenience in taking freight. These railways have been extended during the past five years with unparalleled rapidity, without a corresponding increase of the capacity of the Trunk lines. At this season they give direct rail transportation from Central Illinois to the Atlantic States, at the same cost as obtains from Chicago.

The interest of the Trunk lines is adverse to legislation by the General Government or by the State of New York, tending to an improvement of the canal system. Scarcely any reduction in time, or cost of transportation by the New York canals has been effected, while on other canals the adoption of steam power for towage has proved eminently successful.

The interests of this railway are closely identified with those of the City of Chicago, its terminus, on Lake Michigan, in securing a return to the water route of the products of this State, in transit to eastern markets. Until a more liberal policy is obtained with reference to the canal improvements, we must sensibly feel the loss of the control of the local traffic in Illinois, and be obliged, as we have been since 1866, to increase our tonnage and mileage of trains, without a corresponding gain in net earnings.

The Company lost in the October fire its Passenger Depot, Freight Depot, the Land Office, several small buildings, and 26 freight cars. The loss on all the buildings, except the Land Office, was covered by insurance. Elevator A, on our station grounds, owned by private parties, was also destroyed; seriously crippling the grain receipts. The Freight Depot has been rebuilt. The building of a Passenger Depot is delayed, pending the determination of questions touching the title to lands conveyed by the Legislature of Illinois, in 1869, to this Company, the Michigan Central, and Chicago, Burlington and Quincy Railway Companies, for a joint passenger station.

A contract has been entered into with the Gilman, Clinton and Springfield Railway, by which all its Chicago and New England traffic is to pass over this road, and fifteen per cent. of our gross earnings therefrom is annually, for a term of thirty years, to be set apart to be invested in its first Mortgage Bonds.

We have substituted for the Chicago, Burlington and Quincy traffic agreement of 1867, one with that, the Chicago and Iowa, and the Chicago, Dubuque and Minnesota Railway Companies, under which we secure the eastern traffic of the latter line between Dunleith and Forreston, and a lower rate of toll between the main line and Chicago via Mendota and Forreston on all our northwestern traffic.

Negotiations pending at the date of the last annual report, for the extension to Cairo of the Southern railway system, have progressed so far that we anticipate being able to submit to the shareholders at the May meeting, a plan whereby this desired connection will be secured at an early

day.

It seemed desirable in June last, to establish a fixed rental upon the Dubuque and Sioux City line, in lieu of the percentage paid under the present lease for twenty years; and it was agreed to submit this proposal to our shareholders at a special meeting in November. Circumstances prevented the proposed lease being submitted. The light crop in Iowa of the past two seasons, and the opening of competing railways, have resulted in a smaller traffic than was anticipated,

\$285.065 00

150,000 00

150,000 00

38,116 75

\$573,181 75

\$3,299,740 73

77,500 00

The gradual settlement of the country on the Sioux City extension, will yield a large increase of the traffic of this line.

The Land Department sold in 1871, 48,927.31 acres of the lands donated to aid the construction of the railway for \$459,404 26, making the aggregate sales to the close of 1871, 2,215,789.77 acres for \$23,849,721 24, and leaving unsold at that date 379,210.23 acres. \$1,633,153 53 was collected, of which \$1,000,000 has been added to the Construction Bond Fund.

The loss by fire of the Trustees' records, and of a part of the bonds delivered, prevent their fur-ther literal compliance with the terms of the Construction Mortgage. To protect the purchasers of lands, it has been deemed advisable to place at the control of the Trustees a sufficient fund to pay all the bonds. They had received, as shown by their statement of December 31, 1871, \$13,605,-500 of bonds which have been canceled, or de stroyed by fire. The Construction Bond Fund amounting to \$2,630,000, now at their disposal, with \$300,000 to be added this year, will, with interest accrning to the fund pay the balance of the \$17,000,000 Construction Bonds.

	GENERAL	BALANCE	SHEET.		
Permanent	expandit	nres	233	610 185	52

Permanent expenditures	\$33,010,100	02
Interest & dividend account\$11,762,552 37		
Less avails of interest fund 3,056,232 67		=0
	8,706,319	
Net cash assets		
Working stock of supplies	831,335	91
	\$44,360,380	00
Capital stock	\$25,280 510	00
Canceled bond scrip	16,370	00
Funded debt—	20,010	
1875, 7 per cent\$3,062,500 Construction bonds due April 1, 1875, 6 per ct. Currency Redemption Bonds ,due April 1, 1890		
\$8,394,50 0)	
Fund) = ===================================	00
Bonds delivered Land Department\$13,605,50 Less in hands of trustees 306,50	5,764,500 0	00
	- 13,299,000	00
		1

	*,,	
	NET CASH ASSETS.	
Cash assets,	New York effice\$1,780,928	02
Less sundry	coupons, etc 154,539 (37

\$44,360,380 00

Liabilities Chicago of-	\$1,020,388	99
fice \$1,222,545	79	
Less assets 708,696	413,849	48

Less sundry coupons, etc.....

Total	amount	at debit	in 6	leneral	
Bal	ance She	et		\$1,212,538	87

PREMANENT	EXPENDITUERS.	
onstruction	***************************************	
quipment	158 511	56

Right of way	2,526 250	
	\$410,611	27
Add amount at debit of this account	83,199 574	25

Total amo	unt at	debit in	General	G - 200	
Balance	Sheet.		\$88,6	10,185	52

	Construction bond coupons, April and October
۱	Interest on redemption bonds, in currency
	Premium on gold and exchange used to pay coupons in New York and London

A Library III		
Dividends on share	3	
Dividend of January 8	0. 1871. 5	per
cent		
Premium on gold used to pay gold di-	.,	
vidend of January 30, 1871	135,809	99
Dividend of August 1,	200,000	-
1871, 5 per cent	1,263,785	00
U. S. tax on above	63,188	99

	Less	interes	t received	during	the
3			Fund		

			\$8,222,240	78
Add in	amount at debit of last Annual Report	this acc'nt	8,540,311	64

Total amount at debit in General Balance Sheet \$11,762,552 87 Capital stock hes been increased \$270 by the conversion of canceled bond scrip.

The working stock of supplies consists of wood, coal, etc., on Chicago, Northern and Iowa Divisions, \$59,723 12; materials and tools in road department, \$371,838 10; materials at shops, \$396,848 91; stationery, \$2,925 78-total, at debit in General Balance Sheet, \$831,335 91.

The lands remaining unsold are located as follows: on Main Line-south of Ohio and Mississippi Railroad 248,196.34 acres; between Scandoval and Decatur, 58,137.01 acres; between Decatur and Dixon, 4,353.88 acres; between Dixon and Dunleith, 12,568.33 acres. On the Chicago Branch-between Odin and Tolono, 37,636.01 acres; and between Tolono and Chicago, 18,018. 66 acres-total, 379,210.23 acres.

The length of road is as follows: Main Line Cairo to Dunleith, single track, 455.72 miles Main Line Junction to Calumet, single track, 235. 23 miles; Calumet to Chicago, double track, 14. 55 miles; total in Illinois, 705.50 miles. Dubuque and Sioux City Railroad, 142,89 miles: Iowa Falls and Sioux City Railroad, 183.69 miles: Cedar Falls and Minnesota Railroad, 75.58 miles total in Iowa, 402.16 miles. Track of Dunleith and Dubuque Bridge Company, 1.31 miles-total, 1,108,97 miles. Sidings between Cairo and Dunleith, 61.82 miles; between Main Line Junction and Chicago, 48.02 miles; on Dubuque and Sioux City Railroad, 12.75 miles; on Iowa Falls and Sioux City Railroad, 8.04 miles; on Cedar Falls and Minnesota Railroad, 3.06 miles-total, 133,69 miles. Total, main track and sidings, 1,242.66 miles.

During the year 6 first class engines were built at the company's works, making the number owned by them at the close of the year, 193; of these 34 were employed on passenger trains, 112 on freight trains, 26 switching, etc., and 21 undergoing repairs.

The number of miles run by engines with pas- cently burned.

3,453,554; with construction trains, 123,726; switching, 663 890-total, 5,710,854-an increase, compared with the previous year, of 323,248, Cost of repairs \$468,958 71. Cost of repairs per mile run, 8.21 cents against 10.45 cents in 1870, 11.27 in 1869, and 12.72 in 1868. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 21.50 cents, against 25.15 cents in 1870, 25.49 cents in 1869, and 27.57 cents in 1868-the total cost being \$1,228,038 89, against

senger trains, was 1,469,684; with freight trains,

\$1,355,465 95 in 1870, 1,381,349 88 in 1869, and \$1,266,531 96 in 1868. The cost of oil, waste and tallow per mile run, has been 0.63 cents; of fuel, 6.01 cents. Av. miles run to a pint of oil, 14.29; to a ton of coal, 35.83.

2.726.558 98

The company have 79 passenger, 6 smokers, 1 officers', 1 pay, 45 baggage, mail and express, 17 sleeping, 2,512 grain, 50 Blue Line, 320 stock, 271 flat, 15 fruit, 10 Continental Line, 1,137 coal, 4 powder, 4 derrick, 3 tool and 2 tank cars, and 6 large and 10 small snow plows. During the year there have been built at the shops of the company and charged to construction account, 2 first class sleeping cars, 1 baggage car, 15 fruit cars, 10 house cars to be run in the Continental Line, and 67 coal cars. There were also built and charged to repairs, 26 cars to replace those burned in Chicago October 9th, and 14 house, 2 stock, 8 coal, and 2 flat cars to take the place of cars that have been missing since 1869. The cost of repairing passenger cars has been 2.12 cents, and of

freight cars 0.58 cents per mile run. The total number of passengers carried was 1,286,584-a decrease of 90,001. Number carried one mile, 50,590,862-a decrease of 3,714,-356. Av. number of miles traveled by each passenger, 39.32. Av. fare of each passenger, \$1 47.62. Revenue per mile of road, \$1.714 64.

Tons of freight transported 1,831,944-an increase of 208,000. Tons carried one mile, 262,-150,386-a decrease of 3,258,985. Tons carried one mile north, 144,755,699; do. south, 117,894,-687. Tops of local freight carried one mile, 222,-268,446; do., through do., 39,881,940. Av. distance each ton was carried 143.09 miles. Av. revenue per ton per mile, 2.32 cents. Revenue per mile of road, \$5,494 91.14.

The amount of expenditures in road department, has been: for operation, \$1,495,961 19; and for construction \$249,322 75. There were used in repairs of road, 808,219 cross ties, and 11,108.19 tons rails, of which 214.15 tons were steel. 22,891 rails were repaired.

President .- JOHN NEWELL.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, ex Officio. Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1872; Lucien Tilton, George Bliss, John M. Douglas, until May, 1873; W. H. Gebbard, Wilson G. Hunt, Jonathan Sturges, until May, 1874; J. Pierpont Morgan, Louis A. Von Hoffmann, John Newell, until May, 1875.

General Superintendent .- A. MITCHELL. Treasurer .- W. K. ACKERMAN. Land Commissioners .- PETER DAGGY. Chief Engineer .- L. H. CLARKE.

The directors of the Maine Central Railroad have decided to build an iron truss bridge across the Androscoggin, in place of the one re-

this is a security of	AILR	OAD	EAL	RNIN	G8-1	10N1	THLY	ROLLS ST			3000	
Inniral Pacific (in cold): January. I		March.	April.	May.	June.	July.	August. Be	eptember. (Total.
1987	51,831	60,029	81,156	95,828	121,702	174,812	181,297		212,109	128,166 286,562	75,871	1,470,653
	86,937	81,396	96,481 485,048	106,835 568,270	164,729 556 080	259,590 532,657	251,832 511,854	262,770 609,788	290,422 579,642	535,360	342,743 467,659	2,300,767 5,670,882
1869		391,308 488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1870		614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801 1	,005,475	898,862	549,202	9,390,983
1872634,480	545,487	863,050	******	******	******	******	******	******	******	******	******	*******
hicago and A ton:	ONE ODD	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	275,283 222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,228	323,030	271,247	3,695,153
1987	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1969	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1860	315,099	388,727	328,390	345,833 408,686	402,854	\$51,045 418,709	493,232 506,681	506 623 497,519	468,212 475,608	397,515 441,197	340,851 404,264	4,681,563 4,849,405
1870281,109	316,037 342,369	342,897 384,999	348,039 388,964	461,290	466,097	583,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1871	329,170	004,000	******	*******	******	******	******	******	******	*******	******	*******
hicago and Northwestern:	020,210											
1863		******	******	400 000	366,100	281,334 480,710	296,169 519,306	473,186 669,605	561,122 729,759	435,945 716,378	407,688	2,811,544
1864273,876	317,839 482,164	390,355 499,296	421,363 468,358	466,830 585,623	565,145 747,942	702,691	767,508	946,707	932,683	754,671	563,406 547,842	6,114,566 7,976,490
1865	399,917	523,845	537,519	858,948		808,524	797,475	1,000,086		1,010,892	712,359	9,299,430
1867	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237		1,541,057	1,211,530		11,632.739
1868	807,478					1,076,674				1,107,084		13,384,171
1869		,142,166 1 858,359				1,157,056 1,034,393				1,140,145 1,037,964		13,355,467 12,203,409
1870706,025	753,782 602,482	774,994		1,094,101	952,899			1,281,574		1,006,235		10,997,868
1871	002,102	112,002	101,022									
1989	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,312
1980	180,840	239,522	247,661	241,456	259,408 274,021	253,367 249,355	341,783 319,012	320,025 317,887	293,615 339,239	271,555 319,573	242,621	3,095,965
1870	226,897 273,751	244,182 315,149	246,046 295,460	260,169 281,491	288,775	314,850	360,759	374,671	338,723	340,625	284,156 317,773	3,273,719 3,765,343
1871276,204 1872327,538	318,626	010,140	200,400	201,301	200,110	******	******	******	******	******	011,110	0,100,040
1872linois Central:	,											
1864327,900	416,588	459,762	423,797	406,373	610,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	528,972	616,665	516,608	460,573	617,682 567,679	578,403 480,626	747,469 578,253	739,736 571,348	641,589 661,971	643,887 588-219	518,088	7,181,208
966	505,266 524,871	505,465 417,071	411,605 440,271	569,250 477,027	567,679 516,493	525,242	709,327	738,530	823,901	588,219 727,810	504,066 613,329	6,546,741 7,160.992
1867	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1808	524,693	709,645	568,282	640,975	778,261	696,223	841,363	979,401	914,406	814,413	696,677	8,823,482
1070	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1271	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	527,068	******	******	******	******	******	******	*******	******	******	******	***************************************
arietta and Cincinnati : 90,411	85,447	84.851	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867 94,186	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	91,666	103,558	109,526 106,246	111,033 110,213	118,648 111,117	114,496 111,127	129 388 118,407	140,473 132,998	132,869 153,531	131,019 144,023	109,629	1,390,822
1970	98,275 126,224	101,379 140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	141,376 169,820	1,418,869 1,690,714
1871	142,408	150,784	******	*******	******	*******	******	******	******	2,,,,,	******	1,000,111
fichigan Central:		100					044 744					
1864	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1985	279,137	344,228 337,158	337,241 343,737	401,456 365,196	365,663 335,083	329,105 324,986	413,501 359,646	476,661 429,161	490,694	447,670 414 604	328,870 308,669	4,520,550 4,260,115
1866	265,796 283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1867304,095 1808343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1980	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1970	329,128	384,431	412,030	406,283 480,847	363,187 427,096	326,891 422,515	378,880 529,890	457,990 628,660	511,447	453,873	387,827	4,755,958
1971	442,665	441,685	470,703	400,041	421,000	*******	020,000	020,000	582,802	533,506		*******
1872505,686	******	******	******	*******		********	*******	*******	******		*******	*******
riiwaukee and St. Paul: 319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1980	330,400	420,951	460,288 443,132	630,844 730,700	678,923 755,737	686,531 636,434	525,547 661,020	724,732 808,318	1,040,102 908,313	801.195 791,014	496,566 529,758	7,250 069 7,420,421
1870396,171	382,823 327,431	377,571 377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1871	387,525	426,192	******	*******	******	******	*******	*******	*******	*******	*******	*******
Dhio and Mississippi:	001,020											
1864210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865259,223	239,139	313,914	271,527	290,916	304,463 253,925	349,285 247,262	844,700 305,454	350,348 278,701	372,618 310,762	412,553 302,426	284.319 281,613	3.793,005 3 280 583
1866207,041	246,109 219,065	326,236 279,647	277,424 284,729	283,130 282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1867242,793 1868211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971		355,187	316,054	250,471	3,188,137
1871245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	******	******	*******
Pacific of Missouri:	207.302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1860194,112 1870202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871 212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270		369,887			8,630,696
1872	238,823		*******	*******	******	******	******	*****	******	******	******	*******
Philadelphia and Reading:	K00 H04	617 001	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1.032.149	812,178	9,555,510
1864	532,786 608,305	617,021 116,215	923,283	416,341	566,979	957,194	1,121,205		1,419,232			10.033 026
1865	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	800,742	887,793	874,974		
1887	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868 427,437	518,174	651,019	817,750	761 220	744,188	314,472						8,735,081
1960	525,490	755,433	904,834	499,463 593,966	630,680 617,058	1,232,903 569,697			1,235,366			
1870	574,708 428,045	679,332 644,50 5	514,493 688,578	1,063,002	1,510,088	1,213,308					,	
1871	420,040	032,000	andata	2,500,002		P 24 - 44	and the same	1	-,,041	-3440-410	• • • • • • • • • • • • • • • • • • • •	*******
1999	155,898	192,138	170,485	168,699	162,532	166,018			244,834			
1887149,008	149,342	174,153	188,162		156,066	172,933 143,987						
TRAR	133,392	149,164 175,950	155,388 171,868		140,408 154,133	144,184			210,478 205,750	3 174,500 189,351		
1860	127,817 158,788	172,216	172,347		150,719	129,567			163,28	5 152,900		
1870	124,810	154,697	140,302		139,761				186,48			
St. Louis and Iron Mountain:		No. of London	a selle		1000							
1870 92.181	95,610	105,033	103,716		116,242							
1871126,218	122,373	144,538	1 125,212									
1872	156,292	******	******	*****	******	******	*******	******	******	*******	*******	*******
Toledo, Wabash and Western:		270,630	817,055	329,078	304,810	309,591	1 364,726	382,996	406,76	6 851,756	333,486	3,809.35
1867		257,800	286,82	260,529	293,344	283,833	3 484,20	9 450,208		8 323,271		4,013,20
1869		242,705	311,83	312,530	848,891	310,800	459,240	8 470,720	422,36	9 323,37	7 434,284	4,252,34
1870		295,278	318,699	340,892	348,632	322,750		1 608,042	451,29	6 425,68	7 386,254	4,469,76
1871	328,791	893,455	444,210						600,20		9 865,174	
1872439,780	431,949	******	*******	******	******	******	*******		******		*******	*******
Union Pacine:				797,948	706,609	623,566	617,58	5 758,467	000 44	5 887,88	8 716,829	5,709,18
1889	600.139	539,238	706,802		744,450							7,654,09
1870		499,599		194.490								
1873479	3441114	111.111	40000					5.065.00		3 - 1 - 1		
thim the enterenting tertitet tertitet fre tambfang		144 114	11	4881111	*****	120.444	i feere	7 7 7 7 7 7	*****	1 11 11		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

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	-			HORSE PASSENGER		2.3	LKU			AK				_	PASSENGER RAI		D B	OND	s.	
	track.	and iles.		<i>∞</i> − 2581	d and	4	Indebte	dness.	Earni	ngs.	I. paid		alue		COMPANIES.	Amount out- standing.	el.	et er	ncipal yable.	rice.
Years) ending	Length equiv. singlet	Horses a Dummi	Care.	Companies,	Cquipment	re Capital	ded bt.	Floating Debt.	4		Capital.		-	ket	Albany:		pc .	Pay- able.	Pa	7
		_		7.	Cos	Share	Bonded Debt.	Floo	Gross	Net	A A	Par	Pald	Mari	1st Mortgage Bleecker St. & Fulton Ferry 1st Mortgage	40,000 694,000		J.& J. J.& J.	1872	
Sept. 30,'70 Sept. 30, '70	m. 7.25 0.96	No. 94	14	Albany	156,100 47,765	110,300 75,000	40,000	1,136	\$7,061 2,654	\$ 22,598 557	p. c. 5.	100 100	100 100		1st Mortgage Broadway and 7th Avenue	100,000	7	J.& J.	1881	
Oct. 31, '70	3.41	11 479 412	41	Allentown	30,118	900,000	694,000	29,500	12,733 480,046 316,259	1,886 54,828		100 100 100	100 100 100	24	1st Mortgage Brooklyn, Bath & Coney L 1st Mortgage	80,000		J.&D. J.&J.	-	••••
Sept. 30, 70	2.75			Boston & West Roxbury. Mass.	41,000	110,000 41,000			4,400	4,004	4	100 100	100 100		Brooklyn City: 1st Mortgage. Bklyn City, Hun.Pt.& P.P			J.& J.		
Sept. 30,'70 Sept. 30,'70 Sept. 30,'70	7.00	198	112 28	Broadway (Brooklyn)N.Y. B'dway & 7th Av.(N.Y.C.)N.Y. Brooklyn, Bath & Coney I.N.Y.	180,855		100,000 1,500,000 80,000	91	150,876 707,983 35,842	8,514	6.	100 100 100	100 100 100		Brooklyn and Jamaica	. 379,000	1 1	M&N		
Sept. 30, ¹ 70 Sept. 30, ¹ 70 Sept. 30, ¹ 70	24.33 11.00	211	297	Brooklyn City	2,032,878 685,864 600,000	1,500,000 300,000 600,400	300,000 379,000	24,048	1,334,084 166,955 150,922	1115,653 24,058 28,653	12.0	100 100 100	100 100 100		1st Mortgage Brooklyn City & Newtown 1st Mortgage	200,000		J.& J. J.& J.		
Sept. 30,'70 Rept. 30,'70 Sept. 30,'70	24.09		39	B'klyn Flatbh & Coney Isl.N.Y. Brooklyn and JamaicaN.Y. Brooklyn & Rockaway Bh.N.Y.	106,000 1,288,100 210,793	180,000 488,100 145,500	100,000 800,000 84,500	(Open 3,000	ed Oct. 1	1870.)	7	100 100 100	100 100 100		Brooklyn & Rockaway B'cl 1st Mortgage Buffalo street;	84,500		J.& J.	. 18-	
Sept. 30,'70 Sept. 30,'70	7.50	89	52 20	Buffalo streetN.Y. Bushwick (Brooklyn)N.Y.	415,121 319,171	73,000	341,464 52,000	14,927 1,938	164,622 124,372	19,466 35,910	7.	100 100	100	101	1st Mortgage	341,500	1 1	J.&D.	1	
Sept. 30,'70 Sept. 30,'70 Sept. 30,'70	36.00	20 761	4 141	Cambridge (Boston) Mass. Central City (Syracuse) N. Y. Cen. P., N.& E.R. (N. Y. C.) N. Y.	734,671 29,334 1,629,175	727,800 21,130 1,068,400	150,000 6,000 626,000	60,199	18,738 618,136	5,035 56,485	10	100 100 100	100 100 100	101	1st Mortgage sinking fun Central Park, N. & E.Rive 1st Mortgage. Citizens' (Pittsburg):	626,000	7	J.& J. J.& J.		1
Oct. 31, '70 Oct. 31, '70 Sept. 30,'70	9.00	152	34	Oitizens' (10th&11th sta.) (Ph.) Pa. Citizens' (Pittaburg) Pa. Coney Island (Brooklyn) N.Y.	207,264 244,885 647,363	192,750 184,000 500,000	50,000 214,000	7,700 39,238	251,773 155,156 147,669	76,780 42,598 17,414	163	50 50 100	191 44 100		Coney Island and Brookly	1:1	7	J.& J.	. 1879	
Bept. 30, 70	22.79	819	109	Dry Dock, E.B. & B. (N.Y. U) N.Y. Dunkirk and Fredonia N.Y. East New York & Jamaica N.Y.	909,871 42,851 257,698	1,200,000 34,825 171,700	700,000 82,700	30,000	147,669 709,274 8,544 27,701	124,300 4,106 4,241	60	100 100 100	100 100 100		D. Dock, E Bdw. & Battery 1st Mortgage.	. 214,000		J.& J.		
Bept. 30,'70 Oct. 31, '70 Sept. 30,'70	18.00	12 867		Easton and S. EastonPa. Eighth Avenue (N.Y.City)N.Y.	25,230 1,540,173	29,562 1,000,000	203,000	30,000	9,799 812,442	2,577 182,523	5.0 12.0	25 100	20 100	****	Eighth Avenue (N. Y.): 1st Mortgage. 42d st.& G'd st. Ferry(N.Y.			J.& J.		
Dec. 31, '70 Oct. 31, '70 Sept. 30, '70	2.27	19 20	5 4	Elizabeth & NewarkN.J. Erie CiryPa. Fifth Ward (Syracuse)N.Y. 42d st. & Gr'd st. F.(N.Y.C.)N.Y.	32,291	206,000 19,807 29,335	20 296 10,000	24,738	34,986 16,143 12,327	2,185		100 50 100	100 9 100		Real Estate	65,000		J.& J. var.		
Sept. 30, '70 Oct. 31, '70 Sept. 30, '70	9.63	232 301 26	45	42d st. & Gr'd st. F.(N. Y.C.)N.Y. Frankford & Southwark(Ph.)Pa. Genesee & Water st. (Syr.).N.Y.	786,242	748,000	215,000 187,500 12,700		384,800 329,605 13,509	93,276 36,039 1,139	6.0	100 50 100	100 49 100	44	1st Mortgage	187,500	7	J&J	1877	1
Nov.31, '76 Oct. 31, '76	34.25 5.40	360	60	Germantown (Phila)Pa. Girard College (Phila)Pa. Gr'd st. & Newtown (Bk'n)N.Y.	562,270	307,545 170,000	350,000	_	356,759 161,905	102,350 37,685	19.5	50 50	15 17	38 44	1st Mortgage 2d mortgage . Green and Coates (Phila.)	. 250,000 250,000		J.& J. J.& J.		
Sept. 30, '76 Dec. 31, '76 Sept. 30, '76	7 26	200	42	Harlm, Br., Morr, & Wodham, N. Y.	243,615	170,000 150,000 114,010	90,000 100,000 134,000	4,000	89,627 180,211 74,945	8,196 32,244 7,894	6.0	100 50 100	100 15 100		Grand st. and Newtown:	. 100,000		J.& J.		
Bept. 30, 77 Oct. 31, 77 Oct. 31, 77 Sept. 30, 77 Oct. 31, 77	0 2.14 0 14.10 0 3.56	336 27	56 9	Harrisburg City	60,249 471,248 79,835	41,995 306,386 75,000	12,864 164,400	1,240 1,000	5,997 262,890 22,120	49,315 3,252 9,201	6.5	25 50 100	24 7 100	21	lat Mortgage	90,000		J.& J.		7
			9	Lombard and South st. (Ph.).Pa, Lowell HorseMass, Lynn and BostonMass,	168,555 49,180 276,221	105,000 55,830 200,000	50,000	51,137	100,785 26,181 136,719	2,431		25 100 100	100 100	30	Lombard and South st. (Ph	25,900	7	J.& J	1874	4
Sept. 30, 77 Sept. 30, 77 Sept. 30, 77 Sept. 30, 77 Sept. 30, 77 Sept. 30, 77	0 3.41		_	Malden and Melrose (Btn). Mass. Marginal Freight (Boston). Mass. Medford & Charlest. (Btn). Mass.	80 248	200,000 191,500	45,872	46,454	16,740 1,144	Loss.	=	100 100	100 100		Lynn and Boston:	. 62,500		J.& J		
			6 170	Merrimac ValleyMass, Metropolitan (Boston)Mass,	42,206 1,624,594	1,250,000	4,000	6,174 297,271	1,120 23,375 685,303	99,519	10.0		100 100 100	68	1st Mortgage sinking fur Maiden and Melrose: 1st Mortgage, guarantee Middlesex (Boston	d 50,000 d 45,87		J.& J A.&C		1
Sept. 30, 7 Dec. 31, 7 Sept. 30, 7	0 12.20	180	53	Middlesex (Boston)Mass Newark and IrvingtonN.J. Ninth Avenue (N. Y. Oity)N.Y.	530,367 50,806 476,598	30,000 797,320	100,000 15,000 167,000	2,402	172,240 34,807 124,738	12,419 2,962 3,330	2	100 100 100	100 100 100	90	1st Mortgage sinking fur Ninth Avenue (N. V.)	d 100,000		J.&D	. 188	
Sept. 30, 7 Sept. 30, 7 Oct. 31, 7	0 3.22 0 2.16 0 7.50	84	-	Northampton & Wmburg. Mass. North Woburn (Boston). Mass. Oakland & E. Liberty (Pbg.), Pa.	300,000 24,612		8,000	3,858	9,393 1,920 55.055	Loss. 1,920		100 100 50	100 100 50		Orange and Newark: 1st Mort. Broad street	- 1100.000	1 4	J.& J		1
Dec. 31, '7 Dec. 31, '6 Nov.31, '7	0 17.26 8 3.81	167	28	Orange and Newark N.J. Passenger (Cin.) O. Peoples' street (Scranton) Pa	897,022	282,555 100,000	546,000			6,186	-	100 100	100 100		1st Mort. O. & N. R. R. 2d Mort. O. & N. R. R. Philadelphia City:	1100 000	1 0	J.& J	188	
Dec. 31, 17	0 12.0	336	76	Philadelphia City (C. & W.), Pa Philadelphia and DarbyPa	450,231 257,000	225,000	200,000)	321,866	52,994 8,000	21.8	50 20	100 15 20	58	1st Mortgage Philadelphia and Darby:			1		1
Dec. 31, '7 Oct. 31, '7 Oct. 31, '7 Dec. 31, '6	0 12.88 0 8.28 0 6.00	129 154 100	28	Phi!adelphia & Gray's Ferry.Pa Pbg., Allegheny & Manchest.Pa Pittsburg and BirminghamPa	144,202 182,615	140,000	23,000)	116,645 144,008 84,200	41,254		50 50 50	35	33	Pittsb., Allegh'y & Manch 1st Mortgage	23,00	1	M&N		1
Dec. 31, '6 Oct. 31, '7 Sept. 30, '7	8 6.88 0 8.00	92 50 72	16	Portland	160,300	160,300	63,300	10,000	45,007 36,970	12,800	7.	100 50 100	100 25 100	:::	Quincy: Plain bonds Ridge Av. and Manayunk	66,42	6	VAL		
Oct. 31, '7 Sept. 30,'7 Sept. 30,'7 Dec. 31, '7 Sept. 30,'7	0 7.3	679	21	Saiem	203,434 47,463	150,000	35,600	22,968	36,320 5,000	Loss. 5,000	10.0	100	100		1st Mortgage	48 90		J.& J		0
Dec. 31, 17	0 6.0	12	92	2d and 3d street (Phila.)Pa 17th and 19th street (Phila.)Pa	644,143 119,829	573,417 160,000	109,300		111,446	109,959	10.0	100 50 50	30 16	66	Second Avenue (N. V.)	1		J.& J		
Sept. 30," Sept. 30," Sept. 30,"	0 8.3	1 080	45	Sixth Avenue (N.Y. City). N.Y. Somerville (Boston)	75,000	75,000		85,000	4,500	121,026 4,500 35,061	6.	100 100 100	100	71	1st Mortgage Second and Third st. (Ph. 1st Mortgage	83,70	1	J.& J	100	1
Bept. 30," Bept. 30,"	70 7.23 70 2.4	280	1 43	South Brooklyn & ParkN.Y Springfield	204.000	150,000	50,000	13,500 5,255	10,795	270		100	100	***	2d Mortgage	15,00	0 7	A.de	187	€
Bept. 30," Bept. 30," Oct. 31, " Bept. 30,"	70 2.5 70 2.0 70 5.8	2 2	0	g Syracuse and GeddesN.Y	25,978	37,000	25,000		11,907 15,729 11,737	6,290	3	100 100 100	100 100		lst Mortgage	25,00	1.	I.&J		1
100,31,	70 7.6	0 150 0 18	7 219	10th & 11th sts. Citizen's Ph.)Pa Third Avenue (N. Y. City).N.Y 13th and 15th streets (Phila.).Pa	179,624 2,925,100 997,700	997,700	1,680,00	75,000	240,298 1,432,738 215,078	81,318 177,256 62,06	16	100		21	lst Mortgage	1 100.00		1.4.J.		5
Bept. 30,	70 8.6 70 6.5	3	2	Trenton	42,613	34.000	6,50	1,67	11,077	1,34		100 100 100	100	:::	Troy and Lansingburg: 1st Mortgage Union (Boston):	- 1		4.40	100	0
Dec 21	70 4.7	5 -	7 0	2 Troy and LansingburgN.Y - Troy and CohoesN.Y 6 Union (Phila)	804,213	400,000	300,00	leas.	497,452	Lansb 115,01	6.0	100 50	100	:::	Real estate mortgages Union (Phila.):	1		VAP.		1.
Sept. 30, 30, 30, 30, 30, 30, 30, 30, 30, 30,	70 15.5 70 2.5	0 8	4 8 5 2 0	4 Union (Boston)	349,851 311,236 87,000	75,000	200,00	1,80	101,853	13,58	3 =	100 100 100	100		Utica, Clinton & Bingham 1st Mortgage	200,00		J.& J	12/2/2	,
Bept, 30, Bept, 30, Dec. 31, Oct. 31,	70 2.6 70 15.5 68 5.9	1 16	2 8	1 Watervilet (Albany) N. Y	317,27	240,000	130,00	19,04	7,887	Loss	-	100 100 100	130	:::	Watervhet. 1st Morigage West Hoboken:	1	0 7	r.a.J	100	1.
Oct. 31, Oct. 31, Oct. 31, Oct. 31,	70 13.5 70 4.5	0 40 6 1	4	West Hoboken	94.83	400,000	100,00	0	376,444 27,714 9,530	78		50	50 50		1st Mortgage			I.AD	1	
Oct 81, Oct, 81,	70 2.9	5 4	0 1	8 Williamsport	62.15	2 02,400		-	- 3 60	3,01	0 4	100			Worcester: 1st Mortgage		400	The same the	4000	1000

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

1	farked thus (*) are leased cu stand	Dividend ing. Periods.	Dividend Payable.	Marked thus (*) are least roads.	ed out- standing	Dividend Periods.	Dividend Payable,	Marked thus (*) are leased roads.	Stock out- standing.		Dividend Payable.
Ì	lbany and Susq* 100 \$3,065 llegheny Valley 50 2,256	8 360 - de -	Jan. '72 34	Little Miami.*	50 \$5,871,450 50 2,646,100	J.A. J.O. J. & J.	Jan. '72 34	Warren (N. J.)100 Warwick Valley100	225,000		Dec.'71 3 Oct. '71 2
	tiante and West Point. 100 1,232	1.200 - & -	July '71 4	Little Schuylkill* Long Island Louisv., Cin. and Lex	50 3,000,000 50 1,623,483	M. & S. J. & J.	Sept.'713 July '693	West Jersey 100 Winchester & Potomac*100	1,209,000	F. & A.	Feb. '72 4 Jan.'72 3
	tlantic and St. Law*100 2,494	1,664 J. & J. 4,900 M. & S.	July '71 34 Sept.'71 2	" pref. Louisville & Nashville	100 848,700	J. & J. F. & A.	Jan. '72 44 Feb. '72 4	Winchester & Strasburg*100 Worcester and Nashua. 76	500,00	J. & J.	Jan. '72 3
A	new 1870.100 1,500	0,000 — & — 4,250 A. & O.	Apl. 172 14	Louisv., N. Alb. & Chi.	100 3,000,000	J. & D.	Dec. '70 3 Apl. '71 3	HORSE-POWER R. R.	2,200,000	0.00.	73.0
3	Washington Br. 100 1,656	1,962 A. & O. 0,000 A. & O.	Oct. '71 4 Oct. '71 5	Lykens Valley	20 600,000	F.M.AN	Feb. '72 28 Dec. '71 5	Albany City 100	110,300		Jan '72 1
	Parkersburg Br. prei 50 5,080	U,080 - & -		Maine Central	100 3,400,50	-&-	Nov.'71 5	Bleecker st. & F Fy.(NY)100	900,000	- & -	
3	erashire*	0,000 J. & D.	Dec. '71 2	Marietta & Cincinnati	50 1,372,89	-&-		Boston and Chelsea100 Broadway (Brooklyn)100	200,000	J.A. J.O.	Apl. '72 4 Oct '71 8
3	os., Clin. & Fitchb.pref.100 63	3,200 - & -	Tules 181 9	Manchester and Law Marietta & Cincinnati " " 1st pref. " 2d pref. Massawippi* Memphis & Charleston* Michigan Central	50 4,460,36	M. & S.	Sep. '66 8s Sep. '66 8s	Broadw. & 7th Av. (NY)100 Brooklyn City100	1.500,000	J. & D. F.A.M.N	Nov. 71 3
R	Agricultural Br. guar100 600,Couc. Mont. prefited 80	0,000 M. & N.	Nov. '71 8	Memphis & Charleston	25 5,812,72	J. & D.	Feb. '723 Jan. 693	Brooklyn City & Newt_100 Brooklyn and Jamaica 100	488 100	- & -	July '7031
B	oston and Lowell500 2,21 oston and Maine100 4,47	1,275 M & N.	Nov. '715	Michigan Central Mill Creek & Minehil*	100 14,665,84 50 323.37	J. & J.	Jan. '725 Jan. '725			J. & J. A. & O.	July '71 3 Apl. '72 4
Bi	oston and Providence 100 8,70 affalo, N. Y. and Erie* 100 96	0,000 M & N. 0,000 J. & D.	Nov. '71 5 Dec. '71 34	Milwaukee and St. Paul.	100 11,822,87 100 10,825,10	J. & J. January.	Dec. '70 7s Feb. '72 7	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Jan. '72 7
B	oston and Maine	3,400 J. & J.	Jan. '72 4 Jan. '72 4	M. Hill & Senuyl. Hav.*	50 3,856,45 50 11,900,95	J. & J. J. & D.	Jan. '72 4 Dec. '71 34	Citizens' (Pbg.) 50	200,000 500,000	M. & N.	Nov. '71 7
Di Di	amden and Atlantic 50 37	7,800 J.A. J.O. 7,100 — & —	Apl. '72 24	Nashua and Lowell Naugatuck	100 120,00	M. & N.	Nov.'71 5	D. Dock.E. B'dw. & Bat_100 Eighth Avenue (N.Y.)100	1,200,000	F.M.A.N	Nov.'71 2 Oct. '71 3
_	ape Cod	2,700 — & — 5,577 J & J.	Jan. '72 \$24	Nesquehoning Valley* Newark and N. York* N. Bedford & Taunton.						- & -	3
m.	ape May and Millville 50 44 atasauqua & Fogelsv. 50 42	7,000 J & D.	Dec.' 71 8	N. Bedford & Taunton. N.Castle & Beaver Val.	100 500,00	M. & N.	July '71 4	Elizabeth and Newark -1.0 42nd St. & G. St. Ferry100 Frankf. & soothw.(Ph.) 50 Germantown (Ph.) 50 Girard College (Ph.) 50	491,750	J. & J.	Nov. 71 5 Jan. '72 3
U	ata wisher under some O'l Itle	0,000 - 0c -		N Haven & Northamp	100 605,00	J.A. J.O.	Jan. '72 2	Girard College (Ph.) 50	1,000,000	J. & J.	Jan. '72 3 July '71 3
0	ayuga and Susq.* 50 58 edar Rapids & Mo. R.*100 6,85 " pref.100 76	9,110 J. & J.	July '71 44	New London Northern	100 1,003,50	J.A.J.O.	Jan. '72 4	Grand St. and Newton100 Green & Coates St. (Ph.) 50 Heston, Mantau & Fairm. 50 Lomb. & South Sts. (Ph.) 25	170,000		July '71 2 Jan '72 4
U	dar Rupida & Mo. R. 100 0,500	9,600 F. & A.	Aug. '71 3	N.Y. Cen. & Hudson R Certif New York and Harlem	100 44,428 33	0 A. & O.	Apl. 72 4 Apl. 72 4	Heston, Mantau & Fairm. 50 Lomb. & South Sts. (Ph.) 25	105 000		Jan. '721 Oct. '71 6
0	BULLET OF CLOOKERS along	0. 40 1	Dec. II o	Mew York and Harlem.	טייחה ס שהייחודי	O J & J.	Jan. 72 4	Malden and Malrose	200 000	- & -	
0	entral Ohio* 50 2,42	5,000 J. & D. 0,000 J. & D.	Dec. '71 8 Dec. '71 8	N. York & New Haven	100 2,000,00	0 J. & J. 0 J. A. O. J	Jan. '72 5	Metropolitan (Boston)100	400,000	J. & J.	Jan. 172 5 Apl. 172 8
					100 1,000,00	J. & J	Jan. '72 3	Ninth Avenue (N. Y.)100 Orange and Newark100 Philadelphia City50	797,320 282,555	-&-	
Č	nicago and Alton100 8,92 " pref100 2,42	5,500 M. & S.	Mar. 725	N. Kastern (N. C.) pref.	100 111,00	o M. & N	May 67 4	Philadelphia City 50	750,000	J. & J.	July'71 3
U	hicago, Burl. & Quincy. 100 20,00	0,000 M. & S.	Mar. 172 5	Northern Central	60 5,000,00	0 M. & N	Nov 191 8	Philadelphia and Darby 20 Phila and Grey's Ferry 50	984 776	J. & J.	July '71 2 Jan. '72 3
O.	hicago, Iowa & Nebras 1 0 3,91 hicago & N. Western 100 14,72 pref. 100 20,41	0,959 J. & D.	June 715	Northern New Jersey*.	.100 1,000,00	0 J. & J	Llan. 72 4	Pbg, Alleg.& Manchester 56	N 888 100	J.A. J.O.	Nov. '69 8
				Norwich & Worcester*	PIOON X 051 NO	OF. & A.	Jan. '72 5	Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
Č	in , Ham. & Dayton*100 3.50 cin., Sand. and Clev.*50 2.96 pref 50 42	17,800 A. & O.	Apl. '72 4	Ohio and Mississippi	100 2,000,00	0 A. & O.	Apl. '724	Sixth Avenue (N. Y.)100 Third Avenue (N. Y.)100 13th & 15th street (Ph.). 50	750,000	M. & N.	July'71 2 May'71 5 Aug.'71 4
e	100 Col Cin & Ind -100 13.94	4.000 F. & A	Feb. '72 34	Oil Co. A. Allegheny P.		4 J. & D.	Dec. '71 8	13th & 15th street (Ph.) - 56 Somerville (Boston)100	1,000,000	J. & J.	July 71 2
ä	lieveland & Mahoning*. 50 2,05 Heveland & Pittsburg*. 50 7,48	I DOM M W N	NOV. 71 34	Old Clalance to Manuscant	100 4,959,0	0 J. & J.	Jan. '72 3	South Boston 50 Union (Boston) 100	400,000	J.A. J.O.	Nov.'71 8 Apl. '72 2
6	lot othic & Ind. Cen. 100 15.00	JU. UUU . I . A . I . V. C	11.180. 72 24	Panifia of Missonvi	100 3,635,78	0 F. & A.	Apl. '72 5	Union (Boston) 50 Union (Phila.) 50 West Philadelphia 50	400,000	J. & J.	Nov.'71 4 Jan. '72 5
- 20	olumbus and Xenia 5 1,18 Jolum. & Hocking Val. 100	40.8041 Ar		Detougon and Tindeen	100 7,000,c0	0 J.Δ. J.O 0 J & J.	Jan. '72 5	West Philadelphia 56	400,000	J. & J.	Jan. '72 7
	Joneord and Ports.* 100				.100 500,00 .100 248.00	0 J. & J. 0 J. & J.	Jan. '72 5 Jan. '72 4	Chesapeake & Delaware 5	1,983,568	J. & D.	Dec. '713
-	John & Passun P 81v 1 0 2,0	J. & J.	Jan. 72 5	Pember. & Hightstown	. 501 342.11	0 J. & J.	Jan. 171 3	Chesaneake and Ohio 2	8.229 69	A A	
(Dooperstown and Susq-100 1.8	25,000 A & ().	Oct. '71 4	Peoria & Bureau Val.	.100 1,200,u	0 F. & A.	Feb. '72 4	Delaware Division 50 Delaware and Hudson 100 Delaware and Raritan* 100	15 000 000	F. & A	Feb. '72 5
ĩ	anbury and Acrwale . 50	00,000 M.J.S.D 30,941 J. & J.		Phil Ger & Norristwo	50 2,400,0	0 J & J.	Jan. '72 4	Delaware and Raritan*.10 Eric of Pennsylvania	64,000	-&-	May 167 9
i	Del., Lackaw. & Westn. 50 18,5	08,850 J.A.O.J	J. Apl. '72 2	Philadelphia & Readin	g 50 30,401,6	0 J. & J.	Jan. '72 5	Monongahela Navigat 6	1,003,500	J. & J.	July '71 5
1	Dels Lacksw. & Westn. 50 13.5 Detroit & Milwaukee * 5 2.0 Dubuque & Slouz City 100 5.6 Rast Pennsylvania* 50 1.3 East Mahanoy * 50 3.0	90,000 J. & J.	Jan. 172 2	Phila, Wil, & Balt	50 9,562,6	0 J. & J.	Jan. '72 4	" (preferred)10	1 176,000	F. & A.	Feb. '72 5
1	Last Pennsylvania* 50 1.3	J. & J.	Jan. '72 4	" Special Imp	100 19,714,2	50 J.A. J.O 00 J.A. J.O). Jan. '72 1). Apr. '72 1	Schuyl. Nav. (common)* 5	1,908,20	F. & A.	Feb'72 25
1	Cast Mahanoy 4,0	62,600 J. & J.	July '71 4	Portland and Keunebe	100 410,0	0 J. & J.	Jan. '72 3 Jan. '72 3				
1	Initian Jef. & Canand 100	00,000 F. & A	Feb. '72 2	Yarmouth certificates	-100 202,4 -100 1.500.0	10 A. & O	Jan. '72 5	Union	2,907,850	0 - & - - & -	***************************************
ì	Cast Mahanoy " 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00,000 J. & J.	Jan. '72 3	Providence & Worces.	-100 2,000,0 -100 1,600,0	10 J. & J.	Jan. '72 5 July '71 6	W. Branch and Susq 5 MISCELLANEOUS.	1,100,000	J. & J.	Jan. '65 -
1	Eric Railway10t 78,0	35,910 F. & A	Jan. '723	Rensselaer & Saratoga Roch, & Genesse Val.	*100 6,000,0 -110 557,5	00 A. & O	Jan. '72 3	Adams Express	10,000,000	MALED	Mar 179 9
1	Grie and Pittsburg* 50 1,0	90,250 M.J.S.D 40,000 d. & d.	Jan. '72 4	Rome, Watert, and Ogd	100 2,997,8	00 J. & J.	Jan '72 3	American Coal 2	1,500,000	M. & S.	Mar. '72 8
G	ichburg	00,000 J. & J.	Jan. '724	" preferred	100 4,300,0	0 F. & A	Feb.'723				
6	rand Trunk, (Ca.) 100 14,3	67,946 - & -	Oct 171 9	St. L., Alt. & T. naute	100 2,300.0	0 - & -	July '71 2	Brunswick City. 10 Butler Coal 2 Canton 16 Consolidation(Md.)Coal.10 Cumberland Coal & Iron.10	1,000,000	- & -	Dec. 67 2
6	innoical & at Joseph luc 4,1	51,700 F. & A	Aug. 70 3	Saratoga and Schenec.*	100 2.040.0	00 May.	May '68 7	Butler Coal	731,266	J. & D.	Dec'69 85
1	Frand River vil. gdm 100 143 Frand Trunk, (Ca.) 100 143 Freat Westein, (Ca.) 100 19,2 Hannival & ct. Joseph.lud francver Branch, (s.s.) 60 10	16,050 M. & N	Nov. '71 5	Schuylkili Valley*	- 50 576,0 -100 1,151 4	0 J. & J.	Jan. '72 5 Nov. '70 4	Consolidation(Md.)Coal.10 Cumberland Coal & Iron.10	500,000	J. & D.	Dec. '71 4 Apl. '72 5
7	Harlem Extension 100 4,0 Harrisburg & Lancaster* 50 1,1 Harrford & New Haven 100 3,3	82,500 J. & J.	Jan. '723	Shamokin V. & Pottsv.	* 50 869,4 100 995,8	0 F. & A.	Aug. '71 3	Maryland Coal 10	0 4,400,000	J. & D.	Dec. '70 8
1	Hartford & New Haven 100 3,3	00,000 J.A. J.C). Apl. '72 3). Apl. '72 3	South Branch (N. J.)*.	100 488,8	0 J. & J.	Jan. '72 3	" pref10	0 8,693,400	0 - & - 0 J. & J.	
-	Demontonia nvaf 100 1.1	1 A 1. [1000.0M]	Just 772 b	Ganch Woodown (Ga)	100 8,939,9	0 F. & A.	Feb. '72 4	Mariyasa Gold	20,000,000	M.J. S.D	Sep. '69 3
-	Huntingdon & B'd Top. 50 " ref. 50 Linois Central	118,350 1. @ J	July '68 3	Stock bridge and Pitts.	100 448,7	00 J. & J.	Jan. '72 8	Pennsylvania Coal &	4,000,000	F.M.A.N	Feb. '72
-	Indianapolis, Cin. & Laf. 50 7,6	185,447 M. & S	Sept.'67 4	Summit Branch	- 50 250,0	M. & N.	Nov. '71 8 Feb. '72 3	Quicksilver, common 10	6,700 000	- & -	Feb.'71 8
	Jowa Falla & Sioux City*100 4,6	000,000 — & -	Jan. '66 5	Sussex (N. J.)	*100 1 670	50 J. & J. 59 — & —	Jan. 172 2	Quicksilver, common 10 " preferred 10 spring Mountain Coal 6 Spruce Hill Coal 1	4,300,000	J. & J.	Jan. 72
	Joliet & North, indiana 1 0	00,000 J.A. J.C	Jan. '72 1	Taunton Branch	100 500.0	00 J & J.	Jan. '72 4	Spruce Hill Coal 1	0 1,000 000 0 1,000,000	0 J. & J.	Jan. '728
	Lake Shore & Mich, Sc. 100 34 4	46,500 F. & A	Feb. '724	Tol., Peo.& War,1st pre	100 1,700,0	0 - & -	Jn. 7011-4	United States Express10	0 6,000,000	F.M.A.N	Nov.'692
	Lawrence*	260,200 — & -	Jan 1800	Proy and Greenbush*.	100 274,4	M. & N. 0 J. & D.	May '70 3 Dec. '71 8	Spruce Hill Coal 1 Union Trust 1 Union Trust 1 Union Trust 1 Union Telephone	5,000,00	J. & J.	Jan. '723
	Indianapolis, Ulin. & Lai. 60 7,6 Iowa Falla & Sioux City*100 4,6 Juffersonv., as ad. & Ind. 100 2,0 Joiet and Oblicago*	89,800 M & N	May '67 5	Vermont and Uanada*	100 1,666,0	J. & J.	Jan. '72 3 Dec. '71 4	Wilkesbarre Coal,10	3,400,00	M. & N.	Nov. 695
		THE RESIDENCE A W.	THE PART THE CO.	Hill Towmont and Mass	1001 0 040 0	MYAY	Wanden 188 O	Wyoming Valley Coal _10	DI 1.250.000	H W AC A.	1A 110' 55

NATIONAL AND STATE SECURITIES.

	1	-Interest	- in .			Interest,	The same of
	Amounts outstand- ing.	Payable Payable	PAY- MEN TO	* Indicates that no interest is paid.	Amounts outstard- ing.	Payable.	WHEN PAY- ABLE.
National Securities Apl. 1, 1872.	40.047.000			Maryland-Eastern Shore R. R. Loan	20,131	5 J. A. J. & O.	1890
oan of June 14, 1858registered coupon	13,955,000	5 Jan. & Ju	1874 110	- Defense Loan Bonds	3,651,398	6 4 4	1888
oan of February 8, 1861registered	4,681,000	6 Jan. & Ju	ly. 1880 114 1880 115	Massachusetts-State Scrip	324,000	5 Jan. & July 5 April & Oct	174-76
oregon War Bonds of March 2, 1861coupon oan of July 1, and Aug. 3, 1861registered	945,000	6 Jan. & Ju 6 Jan. & Ju	ly. 1881 109		320,000	5 May & Nov	- 72-180
	04,100,250	8 "	1881 116	-Union Fund Loan of 1861	3,000 000	6 June & Dec	72-77
(5-208)coupon	254,624,800	6 May & N	1882 112	- Coast Defense Loan	888,000	5 4 4	177-178
oan of March 3, 1863registered	21.001.900	6 Jan. & Ju	1881 115	Bounty Loan of 1863 of 1864	4,379,500	5 May & Nov	1883
oan of March 3, 1864 (5-20s)registered oan of June 30, 1864 (5-20s)registered	2,476,500 36,839,900	6 May & N 6 May & N			4,000,744 3,505,000	6 Mar. & Sept	1894
(5-20s)coupon oan of March 3, 1865 (5-20s)registered	40,211,900 42,619,450	6 May & N	1884 112	Western R. R. Loan, (stg.)	761,816	b April & Oct	1871
(5-20s)coupon 2d series (5-20s)registered	120,166,700	6 "	1885 111	-T. & G. R.R. & Hoosac T. stg -Southern Vermont R. R	900,500	5 4 4	'88-'90 '91-'98
(5-20s)coupon	165,541,550	6 Jan. & Jr	1885 111	-Eastern R. R.	200,000 50,000	5 Jan. & July	1890 .
3d series (5-20s)registered (5-20s)coupon	228,835,200	6 Jan. & Ju	ly. 1887 112 1887 112	-Norwich & WorcesterBos., Hartf. & Erie (stg.)	400.000	6 " "	1877
4th series (5-20s)registered (5-20s)coupon	26,323,500	6 Jan. & Ju	ly. 1888 113 1888 113	Michigan—Renewal Loan Bonds	160,000	6 4 4	1878 .
oan of March 3, 1864, (10-40s)registered	188,296,450	5 Mar. & Se	pt. 1904 108 1904 108	War and Bounty Loan Bonds	478,000	7 May & Nov	
onsols of July 14, '70 & Jan. 20, '71 registered	120,211,200	5 F. M. A. &	N. 1881 111	Minnesota—State Building Loan Bonds	250,000	6 Jan. & July 7 Jan. & July	1879
onsols registered	*******	5 4 F. M. A. &		-Sioux War Loan Bonds*Railroad Loans Bonds	2.275,000	7 May & Nov	1872
onsols coupon	*******	4 F. M. A. &	N. 1901	Mississippi-*State Bonds (for banks)	2.000,000	6 Jan. & July	41-771
ere Cer. of Mar. 2. '67, and July 25, '68. (cur.)	15,520 000	4 "	1901 Dem	- interest Bonds of 1868	2,727,000	6 4 4	1888
em. Cer. of Mar. 2, '67, and July 25, '68.(cur.) avy Pension Fund of July 23, 1868(cur.) ertificates of Indebtedness 1870(cur.)	14 000,000 678,000	3	Irred	Railroad Loans South Pacific, guar Hannibal and St. Joseph	1,589,000	7 4 4	1876
cific R. R. Bonds(currency)	64,623,512		ly. '95-'99 115	Nepraska-(No Debt)		6 4 4	78-'87
S. Notes and Fractional Currency	399,874,306	nil.		Nevada—State Loan Bonds New Hampshire—War Loan of July 1, 1861	500,000 899,200	15 Jan. & July	101 100
State Securities, latest dates. abama—State Bonds (original)	168,000	5 May & N	ov. 1872 60	of Sept. 1, 1864 of Oct. 1, 1865	1,000,000	6 Mar. & Sept	'71-'78 '84-'89
– (extended)		5 " June 1.	'83-'86	New Jersey-War Loan of 1861 (free)	1,299,900	6 April & Oct	71-74
(" extended)	82,500	8 Jan. & Ju		– of 1863 (free) of 1864	598,400	6 4 4	'86-'96 '97-'02
(")	712,800 1,316,700	8 4	1886	New York—Bounty Fund Stocks	1,478,000	7 4 4	1877
kansas—State Bonds (refunded)	3,000,000	6 Jan. & Ju 7 April & O		General Fund Stocks	1,910,082	6 J. A. J. & O	pleas.
lifornia—Civil Bonds of 1867	2,138,000 138,500	7 Jan. & Ju	y. 1877 112		848,000	5 4 4	1878 pleas.
-Relief Fund Bonds of 1863	424,500	7 4	1880	-Canal Fund Stocks	900,000 2,257,900	6 J. A. J. & O.	1875
-Bounty Fund Bonds of 1864Central Pacific R. R. Loan of 1865	805,000 1,500,000	7 4 6	1000 +++		5,150,100 2,099,000	6 " "	1873
onnecticut—War Bonds, of 1861, (10-20s) of 1863, (20s)	5 007 000	6 Jan. & Ju	ly. '81-'82 1007 1883 1001	: - : :	473,000 880,000	6 4 4	1875
of 1864, (10-20s) (5,927,000	6 April & O	ct. 1884 101	North Carolina-State Bonds for R. R. (old).	1,106,420 4,738,800	5 4 4	1877
orida—State Bonds 1868 registered	867,500 300,000	6 Various.	Var	(old)	8,639,400	6 Jan. & July. 6 April & Oct.	71-'91
1869	200,000	6 Jan. & Ju	ly. 1898	-State Bonds for R. R. (new). (new).	2,626,000 1,759,000	6 Jan. & July. 6 April & Oct.	192-198
-Railread Loans \$16,000 per mile orgia-W. & Atl. R. R. 1841 to 1844	1,023,000	6 Various.	71-74	-Funding &c. Bonds of '66-'68	2,800,400 1,821,400	6 Jan. & July. 6 April & Oct.	1899
-Atl. and Gulf R. R. 1858 to 1866	273,000 800,000	7 Various. 6 Feb. & At	72-'74 88 12. '78-'86 83	Ohio—State Loan (New York)	11,407,000 1,284,817	6 Jan. & July.	1899
-Bonds (Act March 12, 1865)inois-Interest Bonds of 1847	3,700,000 980,696	7 Jan. & Ju	y. 1886 1877 1001	(")	1,600,000	6 " "	1875
- " Stock of 1857	134,311 348,000	6 4 4	1877		2,400,000	6 4 4	1886 1
-Normal University Bonds	45,000	6 4 4	1879	Oregon—Relief and Bounty Bonds	366,975 176,156	6 May & Nov.	1871
-Thornton Loan Bonds	103,000 416,800	6 Mar. & Se 6 Jan. & Ju	y. 1879	Pennsylvania—Redemption Loan of 1867	94,850	5 Feb. & Aug.	1872
liana—State Bonds	204,000	6 May & No	1866		90,400 7,890,550	6 4 4	1872 1877
ya—War and Defense Bonds of 1861	800,000 100,675	7 Jan. & Ju	у. 1881		726,950	5 4 4	1882 1
	1,059,500	7 4 6	10-00	-Inclined Plane Loan	9,287,050 400,000	6 April & Oct.	1882 1879
militaryntucky—State Bonds of 1841–42	176,000 913,000	6 April & O	1 1000	- Military Loan	2,769,250 384,000	5 Jan. & July.	1871
– of 1843	160,000 309,300	6 Various.	1873	(old)	8,377,000 112,000	6 Feb. & Auk.	77-78
disiana—Charity Hospital	86,000 750,000	5 Mar. & Se 6 Jan. & Ju	t. 1872	Rhode Island—War Bonds of 1862	1,100,000	6 Mar. & Sept.	1882
—Railroad Bonds	561,000 2,052,000	5 Various.	70-'79	- of 1863	736,000 239,000	6 Jan. & July. 6 April & Oct.	1893
Levee Bonds 1865	1,000,000	6 Various. 8 Various.	1886 77	South Carolina—Fire Loan of Stock 1838	841,000 303,343	6 Feb. & Aug. 6 Jan. & July.	1894
1867	4,000,000 3,000,000	6 May & No 8 Mar. & Sep	v. 1907 624 ot. 1875 77	Blue Ridge R. R. bonds of '54	484,445 970,000	6 4 4	1868
-Funded coupons 1866	997,300 3,000 000	6 May & No	y. '86-'88	—State Capitol bonds	1,997,788 1,431,700	6 4 4	'71-'90
Ship Canal Bonds of 1869 Penitentiary Bonds of 1869		7.3 Mar. & Se	t. 1899	-Conversion Bonds of 1869	1,265,800	6 J. A. J. & O.	1888
-N. La. & Tex. R. R. Bonds of 1889	546,000	8 April & O		-Funding & Special Bonds '08' Tennessee-*State Bonds proper	1,692,150 1,398,640	5 April & Oct.	1888 Var.
ne-State Bonds	301,000 800,000	6 Various. Various.	1871	= = = : : : : : : : : : : : : : : : : :	239,166 1,706,000	5t " "	4 .
of Mar. 26, 1863(cur.)	525,000 475,000	6 Mar. & Sep 6 Feb. & Au	t. 1883 1014	-*Railroad Loans*Railroad Endorsements	24,008,500 2,172,000	6 Jan. & July.	long.
-Municipal War Debts assumed (cur.)	2,832,500	6 June & De	с. 1889	- Funding Bonds	4,069,503	6 " "	
rviand-Balt. & Onlo B. E. Loans Sto	3,084,400 2,288,888	6 April & Oc 5 J. A. J. &). 1890	Texas—No legal debt	1,025,000	6 June & Dec.	71-78
-Ches. & Ohio Cur. Loans, Stg	449,500 1,855,335	5 4 4	1880	Virginia—State Stockregistered	201,000 21,617,578	6 Jan. & July.	'71-'78
converted	1,687,345 1,403,146	6 4 4	1890	Bondseoupon	11,108,000 1,865,000	6 4 4	long.
-Balt. & Susq. R. R. Loans	269,000	8 4 4	1890	Wanding Stock of 1866 registered	1,872,968	6 4 .	4
Annapolis & Elkridge R.R. Loans	95,420	6 4 4	1890 100 1889	Bonds of 1866,conpon (sterling)	1,473,000 466,250	6 " "	4
- Susq. and Tide-Water Canal Stg	778,000	5 " "	1865	West Virginia—Probably a third of the Debt Wisconsin—War Loan Bonds		2 22 2 2 2 2 2 2	
			1			o han a July	77-'66

Asterick (*) affixed to rate of Interest aignifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest	Payable.	Due.	Price	Description of Bonds,	Amount.	ate.	Interest		Due.	Pelas
Description of Dones.	- Linounu	R	When.	Where.	A	F	Dona, passon Dona,		M	When.	Where.	A	A
dirondack: 1st Mortgageabama and Chattanooga:	\$930,000	7	Jan. & July.	New York.	1886		Buffalo, Corry and Pittsburg: 1st Mortgage (B., C. & P. of Pa.) 1st Mort. (Buff. & O.C. Cross-cut)	\$ 100,000 600,000		Jan. & July.	New York.	1886 1886	
ist Mortgage, guar. by Ala.gold	16,000pm 9,000pm	8*	Jan. & July.	New York.	1889 1889		Buffalo, New York and Erie: 1st Mortgage	2,000,000		June & Dec.	New York	1877	9
d Mortgageabama and Georgia :	16.000pm		Jan. & July.	New York.	1891		2d Mortgage Burlington, Cedar Rapids & Minn.	380,000		May & Nov.	4 4	1872	
st Mortgage, guar.by Ala.& Ga. bany and Susq.(D. & H.Canal:) st Mortgage, 1863	1.000.000	7	Jan. & July.		1888	1051	1st Mortgage conv. & skg f'd. gold Burlington and Missouri River.	20,000pm	7*	May & Nov.	New York.	1919	8
d Mortgage, 1865	2,000,000	7	April & Oct.	46 66	1885	97	Stock Bonds redeem, in pref. st'l Stock Bonds " "	1,999,380		Jan. & July.	Bost. & N. Y.	1875 1878	10
Albany City Loan, 1865 egheny Valley:	1,000,000	6	44	64 66	1895		Stock Bonds conv. into com. st'l	1,250,000 1,246,800	8	April & Oct.	64	1879 1889	i
st General Mortgage, 1866 st Mortgage, Eastern Extension		7.8	Jan. & July.	New York.	1896	94	1st Mort. (Branch) bonds 1st Mortgage land grant inconv.	900,000	8	April & Oct.	New York.	1894 1893	i
pecial Bonds to State of Penn. erican Central (C. B. & Q.):	3,500,000						Burlington & Mo. Riv. in Neb.: 1st Mort. for \$5,000,000, conv	3,360,000		Jan. & July.	Boston.	1894	1
t Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878		California Pacific: 1st Mortgage, sinking fund		1	Jan. & July.		1889	
t Mortgage (Bath Loan) lros. & Kennebec (Maine C.)	425,000	6	April & Oct.	Portland.	1890		Camden and Amboy: Sierling Bonds, £288,600 @ 4.84.	1		April & Oct.		1880	
t Mortgage 1860 and 1861 hison, Topeka and Santa Fe:	1,100,000	6*	Feb. & Aug.	Boston.	190-191	86	Dollar Loan of 1875 Dollar Loan of 1883	675,000	6	- A	New York.	1875 1883	1
Mortgage tax freegold	15,000pm	74	Jan. & July.	New York.	1900	81%	Dollar Loan of 1889	. 866,000	6	March & Sept.	4 4	1889 1889	1
t Mortgage tax free, 1870gold antic and Great Western:	16,000 pm	8	Jan. & July.	New York.	1900		Sterling (United Co's) Loan Dollar (United Co's) Loan	. 1,846,000	0 6	March & Sept.	London. New York.	1894 1894	
t Mortgage (N. Y. Penn. & O. Mortgage (N. Y. Penn. & Ohio	8,512,400		Various.	Lond. & N. Y	. '76-'84 '81-'83		Camden and Atlantic: 1st Mortgage of 1853	P.					
onsolidated Mortgageantic and Gulf:	17,579,500	7*	April & Oct.	London.	1895		2d Mortgage of 1854 Camden and Burlington County:	. 500,000			4	1879	1
Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887		1st Mortgage of 1865 Carthage & Burlington(C.B & Q.)	. 308,00	0 6	Feb. & Aug.	Philadelphia.	1897	1
antic and North Carolina:	15,000 pm	7		New York.	1901		1st Mortgage guar, and free tax. Catawissa:	600,00	8 0	May & Nov.	New York.	1879	
t Mortgage	200,000	8	Jan. & July.	New York.	1873		1st Mortgage Cedar Falls and Minnesota(Ili.C.:	. 232,000	7	Feb. & Aug.	Philadeiphia.	1882	
and Mort. (500,000 acres)gold t Mortgage (So. Pacific)gold	3,000,000 7,250,000	64	Jan. & July.	New York.	1888 1888		1st Mort. (C. F. to Waver. 14 m. 1st Mort. (W. to Minn. L. 62 m.	294,00		April & Oct.		1884	
antic and St. Lawrence: ortland City Loap (skg fund)		-		BANY		****	Cedar Rapids & Mo.Riv.(C&NW) 1st Mortgage Land Grant	2				'91-'1	45
Mortgage	404,200	6	Various. April & Oct.		1871	****	Central Branch Union Pacific:	3,617,00	1			1895	u
Mortgage, sterling	885,500 484,000		May & Nov.	London.	1884 1878	****	1st Mort. (Atch.& Pike's P.)gol- 2d Mortgage Governm't subsidy	1,600,000	0 6	Jan. & July		1895	
1 Eagle Valley (Penn. R.R.): t Mortgage	371,200		Jan. & July.	Philadelphia.	1881		Central of Georgia: 1st Mortgage	. 789,00	0 7	March & Sept	Savannah.	1875	
Mortgageimore and Ohio:	L		Y 4 Y-1-		1884		Central of Iowa: 1st Mort. conv. & tax freegol	16,000pn	7	Jan. & July	New York.	1890	
oan of 1855, sinking fund	863,250 579,500	6	4 4	Baltimore,	1875 1880	96	Central of New Jersey: 2d Mortgage.	. 254,00		May & Nov.	New York.	1875 1890	
oan of 1853sterling	1,710,500	6	March & Sept.	London.	1885 1895	944	New Loan for \$5,000,000 Central Ohio (B. & O.:)				1	1890	
oan of 1853 (Baltimore) sky fd timore and Potomac:			Jan. & July.		1890	****	1st Mortgage guaranteed Central Pacific of California:					195-19	200
t Mort. of '69 for \$3,000,000 g'd		1		New York.	1899		Subordinate Loan (Int.by State	1,500,00	0 7		New York.	1885	
t Mortgage (Bangor) loan		1			1890	****	Income bonds				" "	1883	
t Mortgage Oity and East Saginaw:	100,000	1	March & Sept.				Churleston and Savannah: 1st Mortgage guar. by S. Car Charlotte, Columbia & Augusta	. 505,00	0 6	May & Nov	Charleston.	1870	
de Noquet and Marquette:	100,000	1	Jan. & July		1886		1st Mort. (Char.& S.Car. 110 m.	71,00	0 7	Jan. & July	New York.	1880	
t Mortgage Income	250,000				1875		lst Mort. (Col. & Aug. 85 m.) . lst Mortgage (consol. 195 m.) .		0 7	4 4	" "	1890 1895	
t Mort. guar. by M.C.Co.gold efontaine & Ind.(C.C.O.& Ind.)					1890		Cheraw and Darlington . 1st Mortgage					1870	
lefonte and Snow Shoe:		1			70-790		2d Mortgage. Cherry Valley, Sharon & Albany					1879	
oit and Madison (C. & N.W.)	99,000	1	Jan. & July				1st Mortgage convertible Chesapeake and Ohio :			June & Dec		1890	
t Mortgage guaranteedvidere Delaware:						****	Consol. sinkg fund, gold (428 m 1st Mort. (Va.Cen.RR.205 m.)g	r. 100,00	0 6	Jan. & July		1990	
t Mortgage (guaranteed by Camden and Amboy.	1,000,000	0 6	March & Sent	Princeton.	1885	85	2d Mort. (" ") 3d Mort. (")	. 901,00	0 6	4 4	4 4	1872 1884	
e Ridge, (S. Car.): at Mortgage guar. by State.gol ton, Clinton and Fitchburg:	4 000 000	1	Feb. & Aug		1887	81	Income					1876	06
ton, Clinton and Fitchburg: t Mortgage (Agricultural Br.)	400,000	1	Jan. & July		1898		Plain bonds Chester Creek:					1000	M
qualization or consol, bonds.	. 248.000	0 6	66 66	Boston.	1884	824	1st Mortgage	185,00					
i Mortgage of 1869-'70 ton, Concord and Montreal:	19,000				189-190	80	1st Mortgage sinking fund Chester and Tamaroa:	1,000,00				1877	
at Mort. (Conc. to War. 71 m.) a Mort. conv. (1st M. on 22) m	150,000	0 6	Jan. & July	Boston.	1870		1st Mortgage Chester Valley:	660,00		May & Nov		1901	
d Mort, conv. (1st M. on 22) m inking Fund Mortgage	507,00	0 6		New York. Boston.	1870 1889	90	1st Mortgage				Philadelphia		
ton, Hartford and Erie: at Mortgage (old)	280,00				1864		1st Mortgage, pref. sinking fun 1st Mortgage.	2,400,00	0 7	Jan. & July		1877	
t Mortgage (new) for \$20,000,00 t Mortgage (new) guar by Er	e 3,000,00	0 7		New York.	1899	51	2d Mortgage Income. Chicago, Burlington and Quincy			April & Oct		1883	
Inse. I can (secured by 1st m.b ston and Lowell:	1			Parter	1899	****	Trust Mortgage skg fund Trust Mortgage, skg fund conv	150,00	0 8		66 66	1883	
Convertible bonds	. 880,00	0 3		66	1873 1873		2d Mort. (4 p.c. after Jul. '75)go	d 941,00	0 4	July.	Frankfort.	1890	
nnswick and Albany:			April d: Oct		1879	96]	Carthage & Burl. R. R. (37 m) gua	r. 738,00 r. 600,00	0 8	May & Nov	New York.	1878	
st Mort. endorsed by Gagold Mort. sinking fundgol	AL 9 950 00	0 7	April & Oct	New York.	1908 1893		Illinois Gr. Trunk RR(44m)gu	ar 960.00	0 8	April & Oct		1890	
ffalo, Bradford and Pittsburg: st Mortgage guar. by Erie ffalo and Erie (L. Sh. & M. So	. 580,00	0 7	Jan. & July	New York.	1896		Keokuk & St. Paul (42‡ m.) gua Ott. Osw. & FoxRv. VI.RR. (73m	1.280.00	0 8		New York.	1879	
Bunds of Bull and State Line.	. 100.00		May & Nov	New York	1873		Peoria & Hannib.RR(314m)gu Quincy & War. R.R.(40 m) gus	ar 600,00 ar. 800,00			4 4	1878 1890	
Bonds of Buff, and State Line. Bonds of Erie and Northeast	. 300,00	0 7	March & Sept		1882 1886		Construction Bonds	400.00		pril & Oc	. New York.	1885	ı
Consel_bonds of April 1, 1868.	. 3,000,00	0 1	April & Oc	4 4	1896		Income Bonds,	- 300,00	W 1	Jan. & July		1885	ſ

** VIA # 173 (Y A V P - V A MARIE) 77 - Y 7 F F S (N V P - V P - V P A V P

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Ponds	Amount.	100	Inte	rest P	ayable.	Due.	Price.	Description of Bonds.	Amount.	ate.	Interest		ue.	10
Description of Bonds.	A P	3	When	. 1	Where.	A	E	Description of Bonds		B	When.	Where.	å	10
icago, Cincinnati and Louisv.:	7 2000		-1, 45				-	Columbus and Hocking Valley:				V - 7 - 1		
st Mortgage	\$1,000,000	7	Jan. & J	uly.	New York.	1887		1st Mortgage skg fund	\$1,498,000 118,000	77	April & Oct. Jan. & July.	New York:	1897 1880	1::
icago, Danville and Vincennes: st Mortgage S. Fgold	2,500,000	7*	April &	Oct.	New York.	1909	90	2d Mor gage	110,000				0000	1
icago, Dubuque & Minnesota:				_	Now Vonk	1901	911	1st Mortgage for \$1,000,000 Columbus and Xenia:		7		New York.	18-	
st Mortgage guaranteed icago and Illinois Southern:	25,000pm	7	April &	Oct.	New York.	1901	912	1st Mortgage	302,000	8	March & Sept.	New York.	1890	
st Mortgage, 162 miles	3,078,000	8	March & S	Sept.	New York.	1900		1st Mortgage	2 200				D	L
icago, Iowa and Nebraska:					Now York	1880	95	1st and 2d Mortgage Connecticut and Passumpsic Riv.	374,000	6	*************	Boston.	Due.	1
l (now 1st) Mortgage guar l (now 2d) mortgage		7 7	Jan. & J Feb. &	Ang.	New York.	1892	99	1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	١
cago & Milwaukee(C.& N.W.):					10 101	11711		1st Mortgage skg fund, 1856 Notes payable, coupon tax free. Connecticut River:	559,429	7	4 4	. "	1876	1
st Mortgage on 45 miles guar		7	May &	Nov.	New York.	1874	95	Connecticut River:	250,000	8	March & Sept.	Boston.	1878	1
t Mortgage (consol.) 85 m. guar. cago and Northwestern:	1,129,000	7	Jan. &	my.		1090	90	1st Mortgage skg fund Connecticut Western :	200,000	1	main a sept.	DOBLOIL.	1010	ľ
ref. sinking fund b'ds (193 m.).		7	Feb. & .	Aug.	New York.	1885	101	1st Mortgage	81,500	7		Hartford.	18-	1
nterest (f'ded coup.)b'ds(193m.)		7.	May &	Nov.	4 11	1883 1885	94	Connecting (Philadelphia):	1,000,000	6	March & Bept	Philadelphia.	1890	1
t Mortgage General (193 m.)		7	Feb. &	Aug.		1885	984	1st Mortgage Contoocook River:	1,000,000	1	maten & Sept	r madeipma.	1000	ı
t Mortgage, Appleton Ext t Mortgage, Green Bay Ext	300 000	7	44	44	4 4	1885		1st Mortgage Cooperstown and Susq. Valley:	30,000	6		Boston.	18-	1
quipment Mortgage	101,000	7	April &	Oct.	41 41	1874 1882	94	Cooperstown and Susq. Valley:	100.000	7	Jan. & July.	New York.	1889	4
quipment Mortgage t Mort. (Gal. & Chic. U. R. R.) l Mort. (Gal. & Chic. U. R. R.)	1,785,000 948,000	7	Feb. & .	Nov.	61 61	1875	104	Coun. Bluffs & St.J.(K.St.J.&C.B.	100,000	1.	and. de buly.	THEM TOTAL	1	ı
lise, Riv. Bridge (" ")	200,000	7	Jan. &	July.	66 66	1884	1002	lst Mortgage	. 500,000		Jan. & July.	New York.	1880 1872	1
t Mort. (Elgin and State Line).		7	66	86	46 46	1878 1898		2d Mortgage Covington and Lex. (Ky.Cen.):	150,000	10		4 4	1872	1
t Mortgage (Peninsula) onsol. skg fund Mort. (800 m.).		7 7	March &	Nov.	4 4	1915	95	1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	d
quipment Mortgage	275,000 1		"	"	44	1871		2d Mortgage March 1863	844,000	7	u d	4 4	1883	d
t Mort. (Chic. & Mil. R. R.) 45m.	397.000	7	May &	Nov.	4 4	1874		3d Mortgage June 1865 Cumberland Coal and Iron:	237,000	7	June & Dec.		1885	4
d Mort. (Mil. & Chi.R. R.) 40m. d Mort. ("") 40m.	182,000 10.500	7	March &	Dec.	# #	1874 1898		1st Mortgage of March 1866	.3 803,600	0 6	March & Sept.	New York.	1891	
t Mort. (Chi.& Mil.R. W.) 85m	1,135,000	ŕ	Jan. &	July.	46 46	1898	95	2d Mortgage of May 1, 1868	770,000	0	May & Nov.	4 4	1888	
t Mort. (Bel. & Mad.R.R.) 46m.	333,000	7	44	44	44 44	1888		2d Mortgage of May 1, 1868 1st Mort. (George's Cr.)assume Cumberland Valley:	98,600	0 6	June & Dec.	4 4	1861	
st Mort. (Mad. Exten.) 126 m.g'ld		7*	Jan. &	Oct.	44 44	1911 1911		Cumberland Valley:	161,000	8 0	April & Oct.	Philadelphia	1904	
t Mort.(Men. Exten.)120 m. g'ld cago & Mich. Lake Shore:	2,100,000	1-	out. oc	uiy.				1st Mortgage	109,500	8 0	14 4	" " "	1908	
t Mortgage	4,000,000	8	March &	Sept.	New York.	1889	847	Plain bonds	81,80		Jan. & July.	и	1884	
cage, Pekin & Southwestern:	15 000mm	-	Ton &	Tooler	New York.	1891		Danbury and Norwalk.	100,000	7	Ion & July	New York	1880	
at Mortgagegold cago, Rock Island and Pacific	19,000pm	1-	Jan. &	July.	New LOIR.	1097		1st Mortgage of 1869	200,000		Jan. & July	" " "	1890	
t Mortgage (consol.)	9,000,000	7	Jan. &	July.	New York.	1896	101	1st Mortgage of 1869 Danv., Hazleton & Wilkesbarre :	1	1	A STATE OF THE STA		0	
. & Southwes'n(C.,R.I.&Pac.):	K 000 000	na	·	**	Now Work	1889		1st Mortgage tax free 1868 Davenport and St. Paul:	. 1,400,000	7	April & Oct	Philadelphia	1888	
t Mort. guar. and tax free. gold llicothe & Brunswick (N.Mo. :	5,000,000	1-	May &	NOV.	New York.	1000		1st Mortgage of June 1, 1870	20,000pm	7	June & Dec	New York.	1890	
t Mortgage guaranteed	500,000	8	Jan. &	July.	New York.	1894	82	1st Mortgage of June 1, 1870 Dayton and Michigan:		1	177		1000	
t Mortgage guaranteed cinnati, & Balt. (Mar.& Cin.):					T. 1	10	-	1st Mortgage sinking fund 2d Mortgage	. 2,776,000	0 7		New York.	1884	
t Mortgage guaranteed cinnati, Hamilton and Dayton	500,000	7	April &	Oct.	Baltimore.	18-		2d Mortgage	642,00	0 7	March & Sept		1879 1888	
st Mort. of 1853 extended	1,250,000	7	May &	Nov.	New York.	1880		3d Mortgage Toledo Depot bonds	169,50	0 7	April & Oct March & Sept	66 66	1871	
1 Mortgage of 1865	500,000	7	Jan. &	July.	44 44	1885		Dayton and Union:	5.000					
d Mortgage of 1867, skg fund.	282,000	8	June &	Dec.	4 4	1877		1st Mortgage, registered	149,00			New York.	1879 1879	ı
c. and Indiana (C. Laf.& Chi.) t Mortgage guaranteed	500,000	7	June &	Dec.	New York.	1892		2d Mortgage	252,44	5 6	June & Dec		1879	e
d Mortgage guaranteed cinnati and Indianapolis Junc.	1,500,000	7	Jan. &	July.	" "	177-187		Dayton and Western:		1.	1,000,7	1 1 1 1 1 1 1 1 1		
cinnati and Indianapolis June.	1 000 000		Ton 6	Julan	Now Work	1888	-	1st Mortgage	275,00 433,00	0 7	Jan. & July	New York.	1905	
st Mortgaged Mortgage	1,200,000	7		Sent.	New York.	1893	****	let Mortgage Decat'r & E.St.Louis(T.W.& W.	2: 300,00	0		tt Denty #0	1905	
st Mortgage (Newcastle Br.) .			June &	Dec.	46 44	1884		1st Mortgage Decatur, Sullivan and Mattoon :	2,700,00	0 1	Jan. & July	New York.	1890	,
cinnati, Lafayette and Chi.:	00 000-	-		CI	N W 1	1001	-	Decatur, Sullivan and Mattoon:	F00.00		Manch & Com	Now West	1001	
and Martinsville (C. & Laf.):	20,000pm	7	march &	sept	New York.	1901		lst Mortgage Delaware:	. 500,00	0 8	March & Sep	New York.	1901	
st Mortgage guaranteed	400,000	7	Jan. &	July.	New York.	1895		1st Mortgage	500,00		Jan. & July	. Philadelphia	. 1875	,
st Mortgage guaranteed cinnati, Richmond & Chicago				-	The state of the s			1st Mortgage Delaware State Loan	170,00	00	4 4	4 -	1876	1
t Mortgage cinnati, Sandusky and Clev. :	560,000	7	Jan. &	July.	New York	1895		Exten. (Seaf. to Delmar) bonds				- 6	1875 1880	
st Mortgage of 1867	1,051,861	7	June &	Dec.	New York	1890	824	Delaware, Lackawan. & Western			William Co	Patrick Water	1000	
st Mortgage of 1867 st Mort. (San., Day. and Cin.). st Mort. (San. City and Ind.).	988,000	6	Feb. &	Aug.	Boston.	1900	79	1st Mort. (Lack. & Western)	564.00	00	Jan. & July	. New York		
st Mort. (San. City and Ind.). ncinnati and Zanesville:	350,000	7	March &	Sept.		1877	91	lst Mort. (Eastern Ext.)	. 1,111,00	10	April & Oc March & Sep	46 46	1875	
st Mortgage	1,300,000	7	May &	Nov.	New York	1893		2d Mort. (General) Denver Pacific:	4.6	- 1		1	1991	
v., Col. and Cinc. (C. C.O.&I)								1st Mortgage (Land grant)go Des Moines Valley:	14 2,500,00	00	" May & No	. New York	. 1897	1
st Mortgage \$25,000 a year v., Col., Cin. & Indianapolis:	365,900	7	June &	Dec.	New York.	71-184		Des Moines Valley:	2,310,00	-1-	all real real real real real real real r			
st Mortgage sinking fund	2,004,000	7	May &	Nov	New York	1899	102	1st Mortgage (on 154 miles)	4,690,0	00	April & Oc	. New York	1877	
st Mortgage sinking fund st Mort. (C., C. and C. R. R.). st Mort. (Bell. and Ind. R.R.).	365,000	7	June &	Dec.	66 65	771-784		1st Mortgage Land grant Income Bonds Detroit, Hillscale and Indiana:	462,00	00	Jan. & July	7. u u	1884	
st Mort. (Bell. and Ind. R.R.). veiand and Mahoning:	646,000	7	Jan. &	July.	64 41	70-196		Detroit, Hillsdale and Indiana :	1 000 0				1000	
st Mortgage	810,500	7	Feb. &	Ang.	New York	1873		1st Mort. (16,000 p. m.)gur Detroit, Lansing & L. Michigan:	ır. 1,080,00	1	June & De	New York	. 1890	-
U Mortgage sinking fund	654 500	8	March &	Sept.	44 44	1876		1st Mortgage	8,000,0		May & No	New York		
at Mort. (Hubbard Br.) skg f'd	, 117,500	7	Jan. &	July.		1881		1st Mortgage Ionia and Lansin	g. 770,0	00	8 Jan. & July	7. 44 44	1879	
#6 MOTE for \$1 500 000 col	1 142 000	7	Jan. &	July	New York	1900	1	2d Mortgage Ionia and Lansin Detroit and Milwaukee:	g. 300,0	00	8 May & No	1	1880	,
		11,				7.3	****	1st Mortgage, convertible	2,500.0		7 May & No	v. New York		
Mortgage Sunbury and Eric	. 500,000			July.	New York		96	2d Mortgage 1st Mortgage Funded Coupons	1,000,0	00	8 4 4	4 4	1875	5
d Mortgage	1,000,000			Oct	4 4	1880 1892	04	2d Mortgage Funded Coupons	377.1	15	7 Jan. & Jul. 7 May & No		1875	
			100		11200	0 18 11	94	Bonds of June 30, 1894, (cord)	1.916.6	8	6 " "	NY.& Detro	it. 1886	
d Mortgage	790,500			Sept.	New York		994	Bonds of Sept. 6, 1866 Sterling (Oakl. & Ottawa R. R.	300,0	00	6 March & Sep	t. New York	. 1886	8
th Mortgage	1 104 944	6		Nov.	46 46	1875 1892	98	Sterling (Oakl. & Ottawa R. R. Dollar (" "). 150,8). 51,0		6 May & No	v. NY&Londo New York	n. 1873	8
Consol. skg f'd Mort. \$5,000,000 eveland & Toledo (L.S.&M.So.	528,000	7				1900	96	Detroit, Mon. & Tol. (M.S. & N.	(1)	-		New Luik	1016	
eveland & Toledo (L.S.&M.So.):		1		To be seen	1000		1st Mortgage Aug. 1, 1856 Detroit and Pontiac (Detr. & Mi	924,0	00	7 Feb. & Au	. New York	. 1876	6
let Mortgage Sinking Fund 2d Mortgage of 1866	2,104,000			July.	New York		103	Detroit and Pontiac (Detr. & Mi	.):	00	And a C	No.	1	
ist Mort. (Junc. R. R.)	115,000			Dec	4 4	1886 1872		1st Mortgage	150,0		7 April & Oc 7 Jan. & July		1878	
olebrookdale:		1			all and a	11 110		2d Mortgage	250,0	00	8 Feb. & Au		1856	
let Mort. guar. by Ph. and Rd dumbia and Augusta C.C.&A.	g. 584,700	9	June &	Dec.	Philadelphi	a. 1898	80	Dixon, Peoria & Han. (C.B. & Q	.):		79			
lst Mortgage on 85 miles	371,500	1	7 Jan. &	July	Now Van	1890	1	1st Mortgage, traffic guarante Dubuque, Believue and Miss. :	800,0	00	8 Jan. & July	New York	. 1890	0
olumbus, Chicago & Ind. Cent	:		93 VALUE	rivitio	Calabana L.	1990	****	1st Mortgage	1,000,0	00	8 April & Oc	L New York	1890	0
1st Mortgage Consol, skg fund	15,000,000		7 April &	Oct	New York		90	Dubuque Southwestern:	C. Local					
2d Mortgage Consol. skg fund olumbus & Ind. Ven. (C. U.& I. C	6,000,000	1	7 Jan &	July		1909	77	1st Mortgage, preferred	100,0		7 Jan. & Jul			
2d Mortgage	891.000	0 .	7 Jan. &	July	New York	1896	1	Dunkirk, Warren and Pittsburg	450,0	~	7 April & Oc	W 130 85.55	1883	5
Income Bonds							11991	TT PER LINE A STORY OF THE PER LINE WHEN THE PER	The second second	00				

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

	Description of Bonds.	Amount.	Rate		Payable.	p p	8	Description of Bonds.	Amount.	te.	Interest		Due	Prince
		Ca Linkson	M	When.	Where.	Da	Price	The state of the s	E denny	Rate	- When.	Where.	A	0
D	ubuque and Sioux City:							Grand River Valley (Mich. C.).					-	
	1st Mortgage (1st Division)	\$300,000 600,000	7	Jan. & July.	New York.	1888	93	1st Mortgage, guaranteed	\$1,000,000	8	Jan. & July.	New York.	1886	1::
	lst Mortgage (construction) Sinking Fund (convertible)			May & Nov.		1894 1888		2d Mortgage, guaranteed Greenville and Columbia:	500,000	8	April & Oct.		1888	10
D	utchess and Columbia:			any & 2501.	Two up agin	1000	****	1st Mortgage guar, by S. Car	1,426,546	7	Jan. & July.	New York.	181-186	6
P.	lst Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed	376,766		4 4	44 44	'81-'8	
100	ast Brandywine & Waynesburg.	140,000	7	Jan. & July.	Philadelphia.	1885	110	Greenwich and Johnsonville:	130,000	7	Jan. & July.	New York.	1889	1
	zd Mortgage	85,000	8	4 4	" Historia	1873		Hackensack & New York (kirie):	100,000		Jau. & July.	THEW TOTAL	1009	
Mar.	the rennsylvania (Ph. & Rdg.)	W WOOLE	35.			13		18t Mortgage	02,000	7	Jan. & July.	New York.	1872	
	lat Mortgage, guar. Skg Fund lat Tenn. & Georgia(E.T.V.&G.:	495,000	7	March & Sept.	Philadelphia.	1888	95	DRUKERS K & IV. I OFK EXECUTE)	100 100	-	Man & Nov	New York.	1889	
	1st Mortgage	640,000	6	tan, & July.	New York.	1880	93	Ist Mortgage of May 1, 1869 Haznibal and Naples:	129,100		May & Nov.	New Tork.	1009	
	THE PROPERTY OF THE PROPERTY O	136,400		4 4	44 44	1876		1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	1
Klat	ast Tennessee, Virginia & Ga.:	9 500 000	-	You de Yester	Man Wash	1000	1 5	Hannibal & Cen. Mo. (C. & Alton):			Ton & Tules	Now Wash	1000	
E	lst Mortgage, consol. skg fund	3,800,000	1	Jan. & July.	New York.	1900	93	1st Mortgage guaranteed Hannibal and St. Joseph:	15,000pm	7	Jan. & July.	New York.	1890	1
	State Loan (lat Lienveso con a ve	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	
	Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872		Mo. State Loan, 1855	1,500,000	6	46 66	44 44	1885	
	Loan 1854, convertible	750,000	8	Feb. & Aug.	Boston.	1874 1885	98	Six years Mortgage bonds	69,000		66 65 64 66	46 46	1872	
		1.000,000	6	April & Oct. March & Sept.	44	1888	984	Three years' notes	810,000 1,024,300	8	16 66	44 44	1873 1875	
	Loan of 1869	500,000	6	May & Nov.	44	1889	95	Fifteen years' bonds	1,209,500	8	March & Sept.	. 46	1885	
	THE PROPERTY OF THE PROPERTY O	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.)	£00,000	8	Feb. & Aug.	44 44	1892	1
RG	astern Shore (Md.):	400,000	B	Ton & Tule	Baltimore	1880		1st Mort. (Kan, City & Cam.RR)	1,200,000	10	Jan. & July.	66 66	1892	1
	1st Morigage			Jan. & July. April & Oct.	Baltimore.	1886	****	Land Mortgage Convertible Mortgage	1,503,700	7	Jan. & July.		1888 1888	1
BM(nea reservown and Paducan :	10000		Trpin to out	Table Services	1.000	****	Hanover Branch (Mass.):	0,000		oun. a ourj.		1000	1
	1st Martgage, convertible	3,000,000	8	March & Sept.	New York.	1890		_1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	
54	inita vad Williamsport(N.Con.):	1,000,000	7	Ton & Toly	Philadelphia	1880		Harlem Extension:	4 000 000	-	Ton & Yole	Now York	1000	
	1st Mortgage	570,000		Jan. & July. May & Nov.		1872	95 604	Harrisburg & Lancaster (Pa.R.R.)	4,000,000	1	Jan. & July.	New York.	1890	1
	Real Estate (Elmira) bond	50,000		at 1101.	44	1012	008	1st Mortgage, guaranteed	700.000	6	Jan. & July.	Philadelphia.	1883	-
ы	rie Railway	1			N			Hartford and New Haven:						1
	1st Mortga, 9	3,000,000 4,000,000		May & Nov.	New York.	1877	103	1st Mortgage Hartford, Providence and Fishkill	754,000	6	Jan. & July.	New York.	1873	-
	2d Mortgage convertible	6,000,000		March & Sept.	16 66	1879 1883	95	1st Mort. (R. Island 26.32 m.)	481 000	7	Jan. & July.	Providence.	1876	1
	4th Mortgage convertible	4,441,000	7	April & Oct.		1880	92	1st Mort. (Connecticut 96.04 m.	1,574,500		" "	Hartford.	1876	
	bih Mortgage convertible	926,500		June & Dec.	46 66	1888	92	Hastings and Dakota:	1	1		37 37b	1.000	
	Buffalo Branch, 1st mortgage Sterling Loan (£1,000,000) corv.	186,400 4,844,400		Jan. & July. March & Sept.	the state of the s	1891 1875		lst Mortgage Hempfield:	20,000 pm	7	Jan. & July.	New York.	1900	
83	ne and Pittsburg (Penn.).	2,022,200	-	maten & Sept.	Louidon.	1010		1st Mortgage (part collateral)	1.000.000	6	Jan. & July.	Philadelphia	1872	
	THE WOLTSUNG.	749,400	7		Philadelphia.			Housatonic:	1 '	1				1
	zu mortgage	153,000	- 7	March & Sept.	46	1890		1st Mortgage sinking fund	191,000					
-	Consolidated Mortgage tax free. propean & North American:	1,674,000		Jan. & July.		1893		2d Mortgage	100,000	7	Feb. & Aug.		1885	
-	B'gor L'n,1st on 65 m. &2d on45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond	1898	3	3d Mortgage of 1869 Houston and Texas Central:	50,000	1	April & Oct.		1889	
	ist m. R.R.& L'd(B to Win.45 m	2,000,000	64	Jan. & July.	4 4	1899		1st Mortgage L.G. skg fund.gold	3,400,000	7	Jan. & July.	New York.	1891	
и	vansville and Crawfordsville.	100	-		37 37	1000	1	Hudson River (N.Y.Cen.& H.R.)	:					1
	1st Mortgage (Ev.& Ill.R.R.)	350,000 740,000	7	May & Nov.	New York.	1889 1889	****	lst Mortgage sinking fund	200,000		June & Dec.	New York.	1870 1885	
	lst Mortgage (Ev.& Chi. R.R.) lst Mort (Rockville Extension)	150,000	1	Feb. & Aug.	66 66	1881	****	2d Mortgage, sinking fund	1,894,000	7	May & Nov.		1875	
	Consolidated Mortgage	********	7	Jan. & July.	46 46	1889		3d Mortgage	200,000	1				1
-3	vansville, Henderson & Nashv.:	1 000 000	7	Ton & Tolor	Man Wash	1000		1st mort/(extended 1940 to 1990) 416,000		April & Oct.			
Pi	1st Mortgage of July 1, 1867 all River, Warren & Providence:	1,000,000		Jan. & July.	New York.	1897	****	2d Mortgage 1st Mortgage (Consol)	267,500		Feb. & Aug.	66 66	1875 1895	
	1st Mortgage.	150,000	7	Jan. & July.	Providence.	1882		Illinois Central	1,069,000	1 '	Apin & Oct.		1000	1
B)	lemington (Bely, Del.):			11 11 11 11			****	1st Mortgage Construction	3,090,000	7	April & Oct.	New York.	1875	
	1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877		1st Mortgage Construction	332,000	6	• 66 66	66 66	1875	
	Int and Pere Marquette:	267,000	7	Man & Non	Now Vork	1880		Redemption currency				London.	1890 1890	
	1st Mortgage L. G., 1st mort 1st Mortgage L. G., 2d mort 1st Mortgage I. G., 3d mort 1st Mortgage I. G. 3d mort F. & Holly E. R. b'ds (\$25,000 a yr)	319,000		May & Nov. Jan. & July.	New York.	1887	****	Redemption, sterling	2,500,000	0.		London.	1090	' '
	1st Mortgage I. G. 3d mort	1,200,000	8	March & Sent.	45 46	1888		1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
177	F. & Holly R.R.b'ds(\$25,000 a yr)	500,000	10	May & Nov.	46 66	1888		Indiana and Illinois Central:				100		
B. 1	lushing & North Side (L. I.): 1st Mortgage		7	Jan. & July.	New York.	1889		1st Mortgagegold Indianapolis, Blooming. & West.	2,750,000	7	Jap. & July.	N.Y. & Lond	1. 1900	
Ŗ.	onda, Johnsto'n & Gloversville :	020,000	1	oan. a oury.	Mew Tolk.	1000	****	1st Mortgage, convgold	5,000,000	7	April & Oct.	New York.	1909	
	1st Mortgage	300,000	7	************	New York.	1889		2d Mortgage	1,500,000			46 46	1890	1
В.	w w , Jackson & Sag. (Alich. C.):	1 500 000	8	Jan. & July	Now West	1000	l li	Indianapolis, Cin. and Lafayette:	1		A	(Man Wank	1000	. 1
	lst Mortgage guaranteed L.W., Muncie & Cin. (F.W.J.&S.):	1,000,000	0	Jan. & July	New York.	1889		1st Mortgage (Ind. & Cin.) 95 m 1st Mortgage (I. C. & L.) 179 m.	1,539,500	7	April & Oct.	New York.	1897	
	1st Mortgage guaranteedgold	1,800,000	7*	Jan. & July	New York.	1889		1st Mortgage (") 179 m.	1.566.000			66 66	1899	
G.	alena & Chic. Luion (C.&N.W.):		-					1st Mortgage (Cin. and Ind.) 2d Mort. (C.&I.)10, 15 & 20 yrs.	500,000		44 44	46 46	1893	
	1st Mortgage	1,807,000		Feb. & Aug	New York.	1882	104	2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	. 44 - 44	777-"	78
	2d Mortga ge Miss. River Bridge bonds	200,000			4 4	1875 1884	100	Indianapolis, Crawfordsv. & Danv. 1st Mortgagegold		7	Jan. & July.	New York.	1898	
э	eorgia:	200,000	1	oans a oury	To be a second to	1004		Indianapolis & Madison(J.M.&1.)	1,000,000		oan. a oury	21011 2012	1000	
	Bonds (various)	681,000	7	Jan. & July	Augusta.	171-186		1st Mortgage of May 1, 1862	. 397,00	7	May & Nov.	New York.	1882	
a de	oshen and Deckertown (Erie):	226,500	7	Ton & Yul-	Now Work	1000		Indianapolie & Vincen. (Pa.R.R.)	1 200 00		The for Amor	New York.	1908	.
R.	1st Mortgage	220,000	1	Jan. & July	New York.	1889	****	1st Mortgage guaranteed 2d Mortgage guaranteed	1,700,00	7	May & Nov		1889	
	1st Mortgage guar half yrgold	4,000,000	7	Jan. & July	New York.	1899.		Ionia & Lansing(D.L.& L. Mich.)	:	1		1.0	1000	1
	1st Mortgage half year gold	4,000,000	7	April & Oct	44 44	1899		1st Mortgage assumed	770.00	0 8	Jan. & July	New York.	1879	
À	rand Trunk (Ca.):	19 510 000	54	You & Yest	Yandan	1		2d Mortgage assumed	300,00	0 8	May & Nov		1880	-
	1st Preference Bonds £2,708,325. 2d Preference Bonds £1,610,264	8,051,320	4	Jan. & July	London.		****	Iowa Falls & Sioux City (Ill.Cen.) 1st Mortgage of April 1, 1869	2 060 00	0 %	April & Oct	New York.	1899	
	3d Preference Stock £758.510	3,792,580	1 4	# 66 66	46			iowa Midland (C. & N. W.):	2,000,00				1000	
	4th Preference Stock £5,571,210	27,855,608	4	* 66 66	44			lst Mort. of Aug. 1, 1870 guar	. 18,000 pm	a 8	Feb. & Aug	New York.	1900	1
	Equipment Bonds £610.480	3,052,400) 0.	April & Oct				Iowa Southern:	1	1	Tomo & D.	Now West	1000	
	Postal & Military b'ds £1,200,000 Provincial Debentu's £3,111,500	15,537,500		reo. & Aug	- 65			1st Mortgage, tax free	1,000,00	1	June & Dec.	New York.	1908	
ì	reat Falls and Conway:	1	1					1st Mortgage	. 130,00	0 7	May & Nov.	Philadelphia	. 1875	, 1
	1st Mortgage	200,000	6	Jan. & July	Boston.	1878		Jackson, Lansing and Saginaw:				-		
ŧ	reat Western (Canada):	The state of	5		Landon			1st Mortgage of 1865			Jan. & July.			
	Perpetual Debentures Mortgage Bonds	227,273			London.	771-778	3	Consolida ed Mort. for \$3,000,00	100,00		March & Sept.		1888 1890	
	Mortgage Bonds	2,375,906	6	* - & -	- 64	1873		Jamest'n & Frank. (L.S.& M.So.)	:	10	AC 110V.		- 2000	
	Mortgage Bonds	618,066	61	* - &	- 66	1876		1st Mortgage guaranteed	496,00		Jan. & July.		1897	
	Mortgage Bonds	2,360,333	541	- & -	66	1877		2d Mortgage guaranteed	. 500,00				1894	
	Mortgage Bonds	301,738 4 800	504	- & -	6	1878		Jefferson (Erie):	904.00	-	Jan. & July.	New York.	1887	
•	Mortgage Bondst. Western of Illinois (T.W&W):	4 000		- a	-	1881		1st Mort. (Hawley Section 8 m.	204,000		4 44	4 H	1889	
e.	1st Morigage (W. of Decatur)	687,000	10	April & Oct	New York.	1871		1st Mort. (Carbondale Sec.38 m			4 4	66 66	1:89	
	1st Mortgage ((H. W.R.R.of 1859)			Feb. & Aug		1888	962	Jeffersonville (J. M. & I.):						

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	ate			Payable.	ne.	Price	Description of Bonds.	Amount.	ate.	Interest		Due.	1
		*	When	n.	Where.	A	A			K	When.	Where.	A	_
ffersonville, Madison & Indian.: 1st Mortgage of Oct. 1, 1866	eo 107 000	7	Amell &	Oet	New York.	1906	5	Lehigh Valley: 1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	1
d Mortgage of Oct. 1, 1870	2.000,000	7	April &	"	,44 44	1910	1	1st Mort. of 1868(coup®.).free	3,343,000		June & Dec.	r madeipma.	1898	1
st Mortgage (Ind & Mad.)guar.	397,000	7	May &		4 4	1882		1st Mort.of '70(reg.)tor \$6,000,000	1,050,000	7	Feb. & Aug.	4	1900	1
d Mortgage (Jeffersonville) ouisville Loan (Jefferson R.R.)	345,000 74,000	6	April &	Oct	4 4	1873 1882		Lewey's Island (S. C. & P.):	132,000	6	April & Oct.		1872	1
et and Chicago (C. & Alton):	74,000		50 00	10 Tol 1	a southerd and	1002		1st Mortgage (Calais Loan)	130,000	6	June & Dec.	Calais.	1876	ı
t Mortgage skg fund guar	410,000	8	Jan. &	July.	New York.	1882	1064	1st Mortgage (Calais Loan) Little Miami & Colum. & Xenia:	1000		200	September 1996	2000	
et & Northern Ind. (Mich. C.)	000 000	8	Year &	Tealer	Mary Wash	1004	1	1st Mortgage	1,480,000		May & Nov.	New York.	1883	
st Mortgage, guaranteed action (Cin. & Indianapolis):	800,000		Jan. &	July.	New York.	1874		lst Mortgage (Col. & Xenia)	100,000		March & Sept.	New York.	18-0	
st Mortgage	1,200,000	7	Jan. &	July.	New York.	1888		lst Mortgage (D. & Western.)	275,000		Jan. & July.	66 61	1905	
1 Mortgage	800,000	7	March &	Sept.	44 46	1993	1	Ist Mortgage (")	433,000	6		44 41,	1905	
t Mortgage (Newcastle Br.) ction, Philadelphia:	250,000	7	June &	Dec.	4 4	1884		Little Rock and Fort Smith:	1 1/2		Total	Boston	1900	
st Mortgage, guaranteed	500,000	6	Jan. &	July.	Philadelphia.	1882	l'art	Little Rock, Pine Bluff & N. O.:		6.	Jan. & July.	Boston	1899	
Mortg ge	300,000	6	April &	Oct.	1 minderpina.	1900	912	1st Mortgagegold		74	- & -	New York.	1889	
iction and Breakwater:	111 B W.			TEM	100 0 70 700	30		Little Schuylkill (P. & Rdg.):	1911	1071	45 1	1	1	
t Mort. guar. by Delaware	400,000	6	Jan. &	July.	New York.	1890		1st Mortgage, guaranteed	783,000	7	April & Oct.	Philadelphia.	1877	
am., Alleg.& Gr.R.(LS&MSo.) Mort. assumed by lessees	840,000	8	Jan. &	July	New York.	1968	057	Logansport, Crawf. & S'wstn Ind.:	1,500,000	8	J. A. J. O.	New York.	1890	
amazoo, & S. Haven (M.Cen.)	010,000		Date of	ouly.	Now Tork.	1000	957	Long Branch and Sea Shore:	1,000,000		J. A. J. U.	Mow Loik.	1000	
am.& Three Riv.(L.S.& M.S.)	640,000	8	May &	Nov.	New York.	1889	104	1st Mortgage	200,000	6	Jan. & July.	New York.	1889	
am.& Three Riv.(L.S.& M.S.)		0	10	12121		the T	1	Long Island:		1	100 100		1	
am.& W. Pigeon(L.S.& M.S.)	100,000	8	Jan. &	July.	New York.	1887		1st Mortgage	500,000	6		New York.	1875	
Mortgage gnaranteed	400,000	7	Jan. &	July	New York.	1890	130	1st Mortgage (Extension)	175,000 150,000	6	May & Nov.		1890 1893	
st Mortgage, guaranteed nsas City and Santa Fe:	200,000		Journ on	vary.	THE LOID	1000		1st Mortgage (Glen Cove Br.) General Mortgage of 1869	775,000		11 11	66 66	1899	
st Mortgage, tax free	720,000	10	May &	Nov.	New York.	1890		Louisville & Miss. Riv. (Ch.& Al)	Avis.		Maria I to a to Con	P. J. WALLEY J. J. (1911)	Troub!	
n. City, St. Jo. & Coun. Bluffs	80H 000	8	Men	. 0	MVCD	1000	1	1 lst Mortgage, guaranteed	20,000pm	7	Jan. & July.	New York.	1889	
st Mortgage (consolid.) 264 m. st Mort. (C. B. & St. Jo. 52 m.)	687,000 500,000		Jan. &		N.Y.& Bost'n	1890	1	Louisville, Cincin. and Lexington: 1st Mortgage (Cincinnati Br.)	3,000,000	7	Jan. & July.	New York.	1897	
		10	"	"	4 4	1872		2d Mortgage (general)	1,000,000		April & Oct.	" TOPE.	19.0	
st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March &			1892	97	2d Mortgage (general)	82,000	6	Jan. & July.		771-78	H
More (" " ")	520 500	8	June &			1874	91	Louisv.Loan ("),.	100,000	6	a a	11 11	1881	
st Mort. (Mo. Valley 61 m.)	1,500,000		Feb. &	Aug.	New York.	1898	1	1st Mort. (Lex. & Frankfort)	25,000	6		a de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición de la composición dela composición de la composición dela c	1874	
sas Pacific (U. Pac. E. D.):	1 210001000		7-		No. of Co.	1893		Louisville and Nashville:	1,285,000	7	Jan. & July.	New York.	1877	
t Mort. on R.R. 140 mgold t Mort. on R.R. 254 mgold	2,240,000	6*	Feb. &	Aug.	New York.	1895		Louisville Loan (Main Stem) 1858.	849,000		April & Oct.	" CI	'86-'8	á
t Mort. on R.R. 254 mgold	4,063,000		June &	Dec.	Mark to the	1896		Louisville Loan (Lebanon Br).	225,000	6		66 66	1991	
and the Mort on 8 000 000 age	600,000	7	May &	Nov.	4 4	1896		1st Mortgage (Memphis Br.)	197,000			4 4	771-77	
and Gr. Mort.on 2,000,000 acrest M.on R.R.245 m.& 3,000,000	318,000 6,500,000		March d	Nov		1899	1	1st Mortgage (Bardstown Br.) 1st Mort. (Lebanon Br. Ext.)	1,000	7	May & Nov.	The American State of the State	1870	
t M.on lands E.of 380th m.gol	2,000,000	7	Jan. &	July.	4 4	1880		Louisville Loan (Leb. Br. Ext.)	233,000	6	April & Oct.		1893	
d Mort. (U.S. Subsidy) on 394 m	6,303,000	6	44	66	4 4	'95-'9'	7	Consolid. mort. of April 1, 1868.	5,500,000		"" "		1898	
Mort. Income on 428 m	4,275,000	8	(after 5	years.)		1916		Lowell & Lawrence (B. & L.):	en no	1.		10.445.2.25.05	2000	
at County (Del.): st Mortgage	600,000	6	Jan. &	July	Philadelphia.	1879	1	1st Mortgage, guaranteed Macon and Brunswick:	67,70	8	April & Oct	Boston.	1878	
ntucky Central (Cov.& Lex.):	000,000	-	oun. o	oury.	1 minderpline	Tota	1	1st Mort. endersed by State	1,950,00	0 7	Jan. & July	New York.	187-18	c
st Mortgage March 1852	. 123,000	7	March &	Sept.	New York.	1872	1.2	2d Mortgage of 1869	1,000,00		April & Oct		1889	
d Mortgage March 1863	844,000	17	66	48	44	1883	1	3d Mort. of 1870 endor.by State	1,000,00		May & Nov		1890	i
d Mortgage June 1.66	. 237,000	1	June &	Dec.		1885	1	Equipment Mortgage	150,00	0				
okuk, lowa City and Minn.: st Mortgage	. 20,000pm	7	Ton Ar	Tooler	New York.	1891	1	Macon and Western: 1st Mor,gage of Oct. 1870	750.00		Annil & Oat	Mary Wash	1880	ĺ
d Mortgage	5,000pm		Jan. &	suly.	Hew Tork.	1891		Madison and Portage:	150,00	7	April & Oct	New York.	1000	ı
okuk and St. Paul (C.B.& Q.):	12 7				interes of 11	1001		1st Mortgage	450,00	7	April & Oct	New York.	1895	į
st Mortgage, guar. and tax free	1,000,000	8	April &	c Oct.	New York.	1879	95	Maine Central:		100	dies .	II Aprileo		l
ckawanna and Bloomsburg: st Mortgage	900,000	7	You for	Tooler	Now Vork	1005	100	Loan of 1860-'61 (A. & Ken.) .	1,100,00				90-7	
st Mortgage (Extension)	400,000		Jan. & March &	Sent.	New York. Philadelphia	1875	1	Bonds, exchangeable for new 7s Loan (new) for \$1,100,000	163,00 451,20				1871 1898	
d Mortgage	500,000		April 4	Oct	4	1880		Mort. (Ext.) for \$500,000 gold	112,00		* April & Oct		1900	
d Mortgage (Extension)	200,000	17	April &	Nov.	4	1890		lst Mort. (B.to P.& Ken.)exch. 7	677,00	0 6			1872	
ncome Mortgage	200,000		Jan. &	July.	Will stripped to	1871		2d Mort. (Penob. & Ken.)	159,50	0 6	Feb. & Aug	. "	1870	,
ncome Mortgage	79,335	10.5	April d	e Oct.	-	1871		Mansfield & Framigh. (B.C.&F.) 1st Mortgage, guaranteed	300,00	0 7	Ton & Bullet	Boston.	1830	į
st Mortgage, guaranteed	800,000	7	- 4	-	New York.			Marietta and Cincinnati:	300,00	1	Jan. & July	. Domion,	1039	1
st Mortgage, guaranteed ayette, Bloomington & Miss.	1				rond ren's feet	100	.V	1st Mortgage, Sterling	1,050,00	0 7	Feb. & Aug	London.	1891	į
at Mortgage	. 1,300,000	8	- &		New York.			1st Mortgage Dollar	2,454,52	8 7	66 66	Baltimore.	1891	
st Mortgage	1,500,000	8		W. V. W	New York.	107	135	2d Mortgage	2,500,00		May & Nov	and out a	1896	
st Mortgage	1,000,000	100			NOW YORK		****	1st Mort. (Scioto & Hocking)	300,00		May & Nov	•		
	. 500,000	7	Jan. &	July	New York.	1898	·	Baltimore Loan to Union R. R.	20,00			17-102 mm	1000	
ke Shore & Michigan So.: unbury B'ds (CP& ARR95) m	****	7	00		Ibel do una	Sec. M.	100	Marietta and Pittsburg:	\$5.000 TO 1	100	A Labor Labo	OF HALL STANKEY CHILL CO.		
cegis. Bonds (" "	500,000		Jan. &	July.	New York.	1874	1000	lst Mort. of Aug. 1, 1869gold Marquette and Ontonagon:	14,000pn	7	Feb. & Aug	Philadelphia	. 1895	į
Mortgage (4 4	3 7 000 000		April d	k Oct	es 44	1892		1st Mortgage	150,00	0 8	June & Dec	Boston.	1875	į
Divid'd Bonds (L. S. R.R. 258 m	1.500,000	7	1	- 44	4 4	1899	98	Maryland and Delaware:	1	10	Dec Dec	Donion.	1010	ļ
Fund Bonds(LS&MSo1,013m Jonsol. M. reg.("	2,000,000	17	101	ш	4 4	1879		lst Mortgage	850,00	0 6	May & Nov	Boston.	1885	
onsol.M.coupt " "	597,000	1 7	J. A. J	& O.	4 4	1900	100	11 2d Mortgage	150,00	0 0	June & Dec	- 61	1889	
st Mort.(M.S.& N.In.RR.521m	5,256,000	7	May &	Nor		1900	2041	Memphis and Charleston: 1st Mortgage, Convertible	100	0 -	March & Sant	Now York	1880	į
1 Mort. (" " "	2,683,000	7	" a	4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1877	1044	2d Mortgage	. 1.000 00			66- 66	1885	
st Mort. (June. R.R. 49 m.).	115,000	7	June &			1872		Tenn. Loan	1,864,38				1890	
. Fund (Clev. & Tol.R.R. 1624m f. of '66(" " "	2,014,000		Jan. &	July.	44 44	1885		Memphis and Little Rock:		1		The state of	1112	
lort. Bonds(Buff.& E.R.R.88n			April &	Oct	44 44	1886					May & Nov	. New York.	1890	
Lort. Bonds(" "	100,000	7	May 4	Nov	66 66	1870 1873			900,00	0 7	Jan. & July		1890	j
Iort. Bonds(" "	200,000	7	Jan. &	July	4 4	1882		1st Mort. (R.R.& 630,000 acres)	5.000.00	0 4	Jan. & July	New York.	1901	J
fort. Bonds(" "	300,000		June & May & Jan. & March	k Sept	A 91 H 65	1386		Michigan Air Line (Mich. Cen.):	1		Jam & Gary	1.127811-41-11.11		
st Mort.(D.M.& Tol.R.R. 65 m	3,000,000 924,000		April &	Oct	4 4	1890		1st Mortgage, guaranteed	. 1,900,00	0 8	Jan. & July	Boston.	1890	į
st Mort. (Kal. & W.P. R.R. 37 n	400,000		Jan. &	July	4 4	1876	98	3 of Montagage etcoling come	40N 40	0 -	7441	The same of	1000	į
st Mort. (Sch. & Three Riv. R. R) 100,000	8	66	46	" "	1890		1 at Master an commental.	. 467,48	0 0	April & Oct	London.	1872 1882	
st Mort. (Kal. & Three Riv.RR	.) 100,000	8	44	66	44	1887		1st Mortgage, sinking fund con-	2,294,50	0 0	Commence of the same	The state of the s	1862	
st Mort.(Kai. All.& Gr.R. R.R st Mort.(Jamestown & Frank	840,000		66	"	66 66	1888	163	1st Mortgage, sinking fund conv 1st Mort. (Mich. Air Line R.R.	1,900,00	0 8		Boston,	1890)
d Mort. (" "	500,000		100		Annual Control of the	VAF		let Mort. (Gr. Riv. Valley R.R.) 1,000,00	0 8	Jan. & July	. New York.	1886	3
ke Superior & Mississippl:	1	100	o une	Dec		1894		2d Mort. (" "	500,00		April & Oct		1882	
st M.RR.lands, &c., SF.free.gol	d 4,500,000	7	Jan. &	July	New York.	1809	1	1st Mort. (Kal.& So. HavenRR. 2d Mort. (""	70,00	0 8			1889 1890	
wrence (P. Ft. W. & Chi.):	1					1000	****	1st Mort. (Det., Hills. & Ind.R.R.	1,080,00	0 8	June & Dec		1890	
st Mortgage, guaranteed aven., Lawrence & Galveston	360,000	7	Feb. &	Aug	Pittsburg.	1895		Michigan Southern & North. Ind.			- 200	San Carlot	-000	1
st Mort. July 1, 1869	. 5,000,000	10	Jan e	Tel	Now To	1900	100	1st Mortgage, Sinking Fund	5,256,00	0 7	May & Nov	. New York.		
high and Lackawanna: at Mortgage (tax free)	1	1	Jan. &	July	New York.	1899	95	2d Mortgage	2,693,00	7	. "	" "	1877	I
	. 300,000			Aug				1 at Mortgage	03	1				

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	ate	Interest		Due.	Price	Description of Bonds.	Amount.	Rate	Interest		Due	
A CONTRACTOR		R	When.	Where.	A	A			R	When.	Where.	A	
Midland Pacific:							Newark and New York (Cent.):						1
1st Mortgagegold fufflin & Centre Co. (Pa. R. R.):	\$1,100.000	7*	Jan. & July.	New York.	1900	****	1st Mortgage	\$600,000	7	Jan. & July.	New York.	1891	1
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897		Newark, Somerset & Straitsville:	800,000	7	May & Nov.	New York.	1889	1
1st Mortgage, guaranteed Lilwaukee & Chicago, (C&NW):			WILL THE 250 ST	YOUR SHOULDS NO	Stock B		New Bedford and Taunton:	4 / 18 1 1 5	100	0 20 4	A Value of the S	ranth I	1
1st Mortgage, guaranteed 2d Mortgage, "	182 000		Jun. & Dec.	New York.	1874 1898		1st Mortgage New Brunswick and Canada:	172,500	6	Jan. & July.	Boston.	1881	1
Il. & Prairie dn Chien (M&StP):		1		Lacated by mon	1000	****	1st Mortgage, Sterling £200,000.	972,000	6*	May & Nov.	London.	1867	1
1st Mortgage, (assumed) 2d Mortgage, (") dilwaukee and St. Paul:	3,674,000	84	Feb. & Aug.	New York.	1898		1st Mortgage, Sterling £200,000 Newburg & New York (Erie):	(1) (1)	1	III.	** ** 1	1000	1
Id Mortgage, (")	1,315,000	7.0			1898		1st Mortgage for \$600,000 New Canaan:	250,900	7	Jan. & July.	New York.	1889	1
1st Mortgage	5,488,000	7	Jan. & July.	New York.	1893	934	1st Mortgage	75,756	7	April & Oct.	New York.	1889	
1st Mortgage (E. Div. Palmer)	792,000	8	May & Nov.		1874	ies.	1st Mortgage Newcastle and Beaver Valley:	ast 1	100	100		1000	1
1st Mort. (Iowa and Minn. Div.) 1st Mortgage (Minn. Cent)	3,792,000 208,000		Jan. & July.	4 4	1897	90	Tar morrage for \$100,000	91,800	7	May & Nov.	Philadelphia.	1002	1
1st Mortgage (Iowa & Dak.)	1,008.000		4 4	4 4	1	95	New Haven and Darby:	150,000	7	May & Nov.	New Haven	1888	1
1st Mortgage (P. du C.Div.)	3,674,000	8	Feb. & Aug		1898	1074	New H., Middlet'n & Williman.	10010	100			1	
2d Mortgage (P du C.Div.) 2d Mortgage 370 miles	1,315,000	7.7			1898 1884	95	lat Mort, for \$3,000,000, tax free	2,200,000	0	May & Nov. Jan. & July.	New Haven.	1891	
Income Mortgage	20,000	7	Jan. & July.		F004	85	2d Mortgage for \$1,500,000 New H. & Northampton (Canal):		0	Jan. & July.		1001	
Milwaukee City Loan	234,000	7	March & Sept.	4 4	1873		1st Mortgage	1 000,000		Jan. & July.	New York.	1899	
Milwaukee and Western bonds. Real Estate Purchase	247,000 148,500	7	Jan. & July.	EE 86	1891	****	Convertible, tax free	400,600	6	April & Oct.		1880	
Incumbrances assumed	35,073			44 44		****	New Jersey (Pennsylvania): lst Loan	300,000	6	Feb. & Aug.	New York.	1875	
fineral Point:			1				2d Loan	450,000	6	44 44	46 46	1878	
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July	New York.	1890	****	3d (State Loan)	100,000	6	44 44	56 64	1887	
Minnesota and North Western: 1st Mort. sinking fundgold	20.000pm	1 19	Jan. & July	New York.	1895		New Jersey Midland (NY.&OM.)	3 000 000	70	Jan. & July.	New York.	1895	
dississippi Central:		1.		Dr. Lawrence Co. Co.	A large	****	2d Mortgagecurrenc				44 44	1891	
1st Mortgage (Miss. Cen.) 2d Mortgage ("")	1,854,000			New York.	1873		New Jersey Southern:	Call, At	1	M	Mary W.	1000	
lst Mort, (Miss. Cen. & Tenn.)	25,000		April & Oct		1876		1st Mortgage of Sept. 19, 1869.	120,000		Feb. & Aug.	New York.	1889	
Tenuessee Loan bonds	1,278,950	6	Jan. & July		1892		1st Mortgage (Tom's Riv. Br.). New Jersey West Line:	2000		Maria International Security	4 - 4		
Lississippi, Ouachita & Red Riv.:	2000		A SECTION AND A SECTION AND ASSESSMENT OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON A	La Characteria a sere	Court Id	-	lst Mort. for \$3,000,000gol	d	7	May & Nov.	New York.	1900	
lst Mortgagegold Land Mort. (257,000 acres)gold	1,000,000	7	- 4 -	New York.	1900	****	New London Northern:	10-16		June & Dec.		1875	
Arkansas State Loan	10,000pm	7			1900	48	1st Mortgage	870,00	0 7	March & Sept.	64 64	1885	
dississippi and Tennessee:	000 000			1	1000	1	Consol, Mortgage	. 239,00	0 7	April & Oct.	New York.	1888	
1st Mortgage of April 1, 1856 Consolidated Mortgage of 1866	1 179 500		April & Oct		1876		New O., Baton-Rouge & Vicksb'	d 12 500mm		- & -	New York.	1910	
finalsaippi River:	47710300	1	march & bep	to all the	04.00		1st Mor gagegol 2d Mort. endor. by Louisgol	d 12,500pp	8	- 4 -	6 6	1910	
1st Mortgage	17,000pm	1 7	- & -	New York.			N. Orleans, Jackson & Gt. North	**	1			2000	
Inselsaippi, lowa & Nebraska:	026	1 .	Tone & Dog	Now York	1910		1st Mortgage of July 1, 1856.gol	d 3,000,00	0 8	Jan. & July	Lond. & N. Y	1880	ſ
Ist Mort. of June 1, 1870gold Issouri, Kansas and Texas:		1	June & Dec	New York.	1910		2d Mortgage of Oct. 1, 1860gol Income Mortgage of 1870gol	d 2,000,00	0 7	April & Oct	New Orleans	1890	,
1st M. RR & land (U.P.S.Br.)SF	4,145,00	0 6	Jan. & July	New York.			City Extension Mortgo	d 1,000,00	0 7	* _ & _	46 46	1890	1
1st M. (Tebo & Nesho)S.F. gold	2,000,000	0 3	June & Dec	44 44	1903		Now Orleans Mobile and Toyes		100	1 1 1	N V on Torri	1015	
Consol. L.G. S. F. (\$14,000,000)g'd Issouri River, Fr. Scott & Gulf:	1,000,000	900	Feb. & Aug		1904		1st Mortgage, skg fd, 227 m.gol 1st Mortgage, skg fd, 227 m.cu	a 12,500pr	n 7	Jan. & July	New York.	1915	,
let Mortgage of Jan. 1, 1869	5,000,00	0 10	Jan. & July	New York.	1899	971	2d Mortgage on 227 milescu	r. 12,500pr	n 8	46 66	66 66	1915	,
2d Mortgage of April 15, 1870 dissouri Valley (K.U.SJ.&C.B.)	1,400,00	0 10	April & Oc	44 44	1860	91	New Orleans and Selma:	Did It	1	-	Now Voule	1900	
1st Mortgage on 61 miles	1.500.00	0	Feb. & Aug	Boston.	1893		1st Mort. endor. by Ala New York and Boston:	. 16,000pi	n s	Jan. & July	New York.	1900	-
let Mortgage "	1,000 00	0 7	* " "	4	1893		1st Mortgagego	d 3,000,00	0 7	May & Nov	N.Y. or Lond	1, 1889	1
Mobile & Alabama Grand Trunk	2000-				-	1	New York Central:	1 2000	1				
1st Mort. endorsed by Ala Mobile Lo'n#1,500,000 end.by Co	1 500 00	0 8	B Feb. & Aug	New York		***.	Bonds for Debts assumed			May & Nov		1883	
Mobile and Girard:		1			04000		Bonds for B. & N. Falls R.R.S.		0 6	Feb. & Aug	44 44	1883	3
1st Mortgage	377,50		Jan. & July	New York			Bonds for railroad stocks	592,00	0 6	3 44 45	64 64	1883	
2d Mortgage, endorsed by Ala. Plain Bonds	300,00		7 - & -	Mobile.	****	1					4 4	1883 var.	
Mobile and Montgomery:	00,00			atobile.			Bonds and mortgages for R. E Bonds Convertible till Aug.1,	195,00			66 66	1876	ð
1st Mortgage of 1868	1,250,00	0	8 May & No	New York	1888		Bonds in place of bonds of 185	2,900,00	100	June & Dec	46 46	1887	
Mobile and Ohio:	West 1	1	8" May & No	Now Work	1882		1st Mort. (Hudson Riv.R.R.).	200,00	00	7 Feb. & Aug	(a)	1870	
1st Mortgagegold	5,470,00	0	May & No	London.	1882		3d Mort (" ")		00	June & Dec	7. 10 41	1875	
Interest bonds (10 years)	803,70		8 44 44	New York	. 1878		Conv. B'ds(")	8,0	00		64 61	1867	ï
Interest bonds 2nd issue Interest bonds sterling	377,90		8 4 4	Tanden	1883		New York and Fort Lee (Erie):		10	Tom A Tuly	New York.	1888	R
Income Mortgage	2 252 00		8 various.	New York	1883	****	New York & Flushing (f.&N.S.		-	7 Jan. & July	-		
Montgomery & Krie (Erie):			2000	OF RESIDENCE	SHIPPI		1st Mortgage		00	7 - & -	New York	. 1876	8
Montgomery and Kufala	177,00	10	7 Jan. & Jul	y. New York	1886		New York and Harlem:		00	7 May & No	New York	1878	3
1st Mortgage of 1866, endorsed	. 640,00	00	8 March & Sep	t. New York	1886	1	1st Mortgage of 1853 4th Mortgage of 1861	99.5	00	7 June & De	B. 66 66	1871	1
1st Mortgage of 1870, endorsed.	300,00	00 .	June & De	C. 44 44	1900		Consolidated mortgage of 1863	1,767,0	00	6 Feb. & Aug 7 Jan. & July	Z. 11 11	1893	3
let Mortgage. Montgomery and Bufala: 1st Mortgage of 1898, endorsed 1st Mortgage of 1870, endorsed Montgomery & West Point(Wtn Mortgage of 1856.	16,00	00	8 Jan. & Jul	Now Vant	Due.	1000	Sinking Fund mortgage of 186	1. 112,3	00	7 Jan. & July	7. 66 66 66 56	1881	
18t MOTIGORO	. 900,0	00	8 4 46	66 66	18.0		N. York, Housatonic & Norther	n:	30	AV (III.) I I I	1		
1st Mortgage	298.0	00	8 4 . "	44 44	1876		1st Mortgage	141,5	00	7 - & -	- New York	. 1889	9
2d Mortgage	594,0		8 4 4	Montgemer	1881		. Diem Lork and new Haven .		00	A Anull & O.	Now Vari	187	5
Montreal & Champlain:	. 594,6	00	8 various.	Montgomer	y. var		New York & Oswego Midland	1,009,0	30	6 April & Oc	t. New York	104	1
THE WEGLERINGS DECLINE TO TOTATOR	0040		6 Jan. & Jul				. lat Mort. for \$8,000,000go	0.008.8 Die	00	7º Jan. & July	y. New York	. 189	4
2d Mortgage	. 370,0	00	8 4 4	New York			. New York, Providence & Bosto	n:		maker are or		187	12
Morris and Essex: 1st Mortgage, Sinking Fund	5,000,0	00	7 March & Se	t. New York	. 1914	105	1st Mortgage	83,0		6 Feb. & Au	g. New York	187	
2d Mortgage	. 3,000,0	00	7 Feb. & Au	g. " "	1891	99		512,0		7 Jan. & Jul	y. 11 11	189	
Convertible bonds	. 600,00	00	7 Jan. & Ju	y. 44			Niles and New Lisbon :	700	-1	and the same	The state of the s	100	agra de
Construction bonds	3,584,0	00	7 Feb. & Au	g. " " "	1889	93	Norfolk County (B. H. & Erie)	500,0	00	7 - 4 -	- Philadelphi	a. 188	-80
lat Mortgage	. 330,0	00	7 Jan. & Jui	y. Savannah	. 1887		. 1st Mortgage, guaranteed	414 8	50	6 March & Ser	t. Boston.	185	14
Nashville and Chattanooga:					hand the	confin)	Norfolk & Petersburg (A.M.& O	.):			THE VENT	1	
1st Mortgage, endorsed by Ten	1,546,0		6 Jan. & Ju		k. 1890 1890	200		110,5		7 Jan. & Jul	y. New York	187	
1st Mortgage not endorsed Tenn. State Loan	23,0		6 "	and the second second	13000		lst Mortgage	396,0		8 " "	Norfolk.		
Tenn. State Loan (Jasper Br.).	245,0		6 4	4 4			. North Carolina:	210,0			La constant	1	
Nashville and Decatur:	L		WELL STATE OF THE STATE OF	TOP YOU	W. Jan	MET	Mortgage Bonds	89,		8 May & No	v. Shops, N.	C. 187	
let Mort., Tenn. State Loan	2,629,0		6 Jan. & Ju	y New York	k. 1892 1870		Mortgage Bonds	193,		8 4 4	11 4	187	
2d Mortgage	200,0	00 1		et. 46 . 46	1887		. North Eastern	200,0		- ME 1 13 1	W 3		
:#Con-ols for \$2,100,000at7or6 go	d		7 - 4 -	4			. 1st Mortgage	31,		7 March & Sep	ot. Charleston	186	
Mational (N. Jersey):		- 1		N W.	12002	5	2d Mortgage	69,	500	7 "	4	186	
1st Mortgage for \$7,200,000 Nangatuck:			7 - 4 -	- New York	k. 1901		General Mortgage 1st Preference General Mortgage 2d Preference	nce 773,		7 4 4	tt .	189	99
, lat Mortgage, of 1856	1 400 #	an	7 Jan. & Jul	y. Bridgepor	t. 1876					7 4 4		187	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	I	nterest	Payable.	0	loe	Description of Bonds.	Amount	3	Interest l	ayable.	de.	3
a contribution of Bollum	Z.moulit.	Ra	Wi	nen.	Where.	Dae	Pr	Doscription of Donas.	Amount.	Ra	When.	Where.	Ā	A
North Missouri:					operoni While	dagna	ak i	Pemberton & N. York (N.J.S.):			(21)	etelpisto 2 let		
1st Mortgage of Jan. 1865	\$6,000,000	7		July.	New York.	1895 1888	92	lst Mortgage, guaranteed Peninsula (C. & N. W.):	\$375,000	7	Jan. & July.	New York.	1890	•
2d Mortgage of Oct. 1868 3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	April	& Oct.	4 4	1888	•••	Peninsula (C. & N. W.);	855,000	7	March & Sept.	New York.	1898	1
North Pennsylvania:					entroll bas	dad to	act	1st Mortgage, guaranteed Peninsular (Mich. Ind. & Ill.):	Title I		10000714	1 -1 -1 -1 -1	31136 TH	E
1st Mortgage	2,250,000 360,000	6	Jan. &	July.	Philadelphia.	1886	1001	1st Mortgagegold	1,800,000	100,0	May & Nov.	New York.	1899	
2d Mortgage	1,246,000	7	May &	& Oct.	4	1896	974	Pennsylvania and New York: 1st Mortgage	1,500,000		June & Dec.		1896	1
Northern Central:				ACCOUNT	reportance person	Laig 6	57.	1st Mortgage	1,500,000	7	4	46	1906	
1st Mortgage, Md. State loan 2d Mortgage	1,500,000 2,500,000	6	Jan. A	J. & O. July.	Baltimore.	Irred. 1885	94	let Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	
3d Mortgage	1,223,000	6	April	& Oct.	4	1900	87	2d Mortgage	159,500	6	April & Oct. Feb. & Aug.		1870	
3d Mortgage(York & Cumb.RR) Consol. Mort. of July 1868	500,000	6	Jan. &	July.	4	1877		Peorla & Bureau Val(C.R.I.& P.)	400.000	22.0	and the same of the same of	No. of the late	1000	6
Treeme copy of April 1 1970	2,019,000 475,000	6*	Aneil	& Oct.	a	1880	93	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	New York.	1877	
Income conv. of April 1, 1870 Northern New Hampshire:	#10,000	mil	April	a out	vd	nole i	***	let Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	
1st Mortgage	115,000	6	April	& Oct.	Boston.	1874		let Mortgage, tax free Peoria, Pekin and Jacksonville:			(HPRICOSE)	So Matter South	1775 p. 18	1
Northern New Jersey (Erie):	400,000	7	Jon A	July.	New York	1878		1st Mort. of May 1, 1867 2d Mort. of Oct. 1, 1870, tax free Peoria and Rock Island:	1,000,000		April & Oct.	New York.	1894 1900	
1st Mortgage, guaranteed Northern Pacific:	400,000	0	Jan. a	c oury.	New LOLE	1010	****	Peoria and Rock Island:	1,000,000		April & Oct.		1900	1
1st Mort. on R.R. & landsgold	50,000pm	7.3	Jan. d	b July.	New York.	1900	195	let Mortgage Perkiomen (Phila. & Rda):	1,500,000	74	April & Oct.	New York.	1900	١.
North Western Virginia:	458,500	6	Jan 4	L July.	Baltimore.	1873	A 11	Perkiomen (Phila. & Rda):	610,200	0	April & Oct.	Philadelphia.	1897	ľ
2d Mortgage (assumed B. & O.). 3d Mortgage (" ").	140,000		att.	uy.	a a a a a a a a a a a a a a a a a a a	1885	98	1st Mortgage	010,200	0	April & Oct.	r maderpma.	rosi	ł
3d Mortgage (" "). Norwich and Worcester:	and the	01/	W			10.00		1st Mortgage, guaranteed	100,000	6	- & -	New York.	1886	1.
1st Mort. State Loan	400,000			k July.	Boston.	1877		Petersburg:	0.00	low.	W. A. A. A.	N7 TV	1001	ľ
Plain bonds	59,000 45,000			& Dec. & Aug.	44	1874 1870		Mortgage Bonds	3,094 25,500		Jan. & July.	New York.	1871	ŀ
Construction bonds	250,000			k July.	и	1877	****	Mortgage Bonds	206,500			4	179-198	ŀ
New boads of 1870	22,000	7	66	44	.4.24	1890	****	Mortgage Bonds Philadelphia and Baltimore Cent.		100	teno Handa	to be busines his	Distriction of	1
Nyack and Northern:	100 000	17	Ter		Now W.	1000		1st Mortgage (Penn. Div.)	800,000		Jan. & July.	Philadelphia.	1879	1
Oakland & Ottawa (D. & M.):	100,000	7	Jan.	k July.	New York	1890	***	Philadelphia and Erie (Penn.):	300,000	1 6	6 501	I vivo to move	1891	1
1st Mortgage (assumed) sterling	150,867		May .	& Nov.	London.	1873	4	1st Mortgage	5,000,000		March & Sept.	Philadelphia.	1881	1
lst Mortgage (assumed) sterling lst Mortgage (") dollar Ogdensburg and Lake Champlain:	51,000		66	"	New York.	1873	****	1 20 Mortgage	3,000,000	7	Jan. & July.	4 1/7	1888	1
Ogdensburg and Lake Champlain: 1st Mort, conv. into pref. stock	4,600	7	Ton 4	k July.	Boston.	1869	math.	- 8d Mortgage	3,598,000	0	April & Oct.	alcount of 10'17	1920	4
2d Mort. conv. into com. stock	25,200		April	& Oct.	1 1 1 1 1 1 1 1 1	1861	****	Philadelphia, Germant, & Norist	1,000,000	10	April & Oct.	1-65 WAST IN	1011	4
Equipment mortgage of 1868-769	50u.000	8	Jan.	k July.	44 - 4 1945	1879	1021	lst Mortgage (Sunbury & Eric. Philadelphia, Germant, & Norist 1st Mort, Convertible	25,40	6	Jan. & July.	Philadelphia.	1882	4
Ohio and Mississippi: 1st Mortgage, (E. Div.) 1st Mortgage, (W. Div.) 2d Mortgage, (W. Div) conv	2,050,000	7	Ton	& Troler	Now West	1010	1	Philadelphia and Reading:	1 25	10	You do Yorke	mar dans	1001	ā
1st Mortgage, (W. Div.)	850,000		66 G	k July.	New York.	1872 1872	994	Debenture Loan of 1861 Debenture Loan of 1868			Jan. & July.	Philadelphia	1871	А
2d Mortgage, (W. Div) conv	584,000		4	44	44	1874	847	Debenture Loan of 1870	2,625,00		66 66	44	1890	а
Income Mort, (W. Div.)	221,000		April	& Oct		1882	Dag	Mortgage Loan of 1857, conv Mort. Loans of 1843-44-48 & 49	143,50		14 44		1886	а
Funded Debts Mort. (W. Div.). Consolidated Mort	16,500 2,761,000	7	Tan	& Toler		1882 1898		Mort. Loans of 1843-44-48 & 49	1,521,00		Amell & Oct	4	1880	d
Consolidated Mort. (sterling)	101,850		44 ·	& July	London.	1898	941	Mortgage Loan of 1868	. 2,700,00 182,40		April & Oct.	London.	1880	-
Oil Creek and Allegheny River:		1	Mr.		TAKE TO USE	71036	****	Sterling Loan of 1836 Sterling Loan of 1843 Sterling Loan of 1836	976,80	0 6	44 44	4	1880	a
1st Mortgage	1,500,000			& Aug	. Philadelphia.	1896	86	Sterling Loan of 1836	. 288,00	0 7		4	772-7	3
1st Mortgage	200,000		June	& Oct	4	1882 1871		Philadelphia, Wilmington & Balt	349,00	0 6	Jan. & July	Philadelphia	1884	а
2d Mortgage	71,000		May	& Nov	11 4/4	1871		Mortgage, convertible Plain Bonds	600,00		April & Oct	1 made pan	1871	а
2d Mortgage Consolidated Mortgage	819,000		"	"	6	1888	83	Dlain Bonds	400 00	0 6	44	4	1876	
Old Colony and Newport:	1 1 2	7	Pob	A Ann	Poston	1877	1	Plain Bonds	. 1,000,00	0 6	31110013		1887	-
Plain Bonds	1,000			& Aug	Boston.	1874	1024	1st Mortgage guaranteed	6,207,00	0 7	Feb. & Aug	Philadelphia	1890	1
Plain Bonds	485,000	6	April	& Oct		1875	984	2d Mort.conv.(Steubenv.& Ind.	3,820,00		March & Sept	" "		1
Plain Bonds	1,000,000	6	March	& Sept	. "	1876	964	Plain Bonds Pittsburg, Cin. & St. Louis (Pa.): 1st Mortgage, guaranteed 2d Mort,conv,(Steubenv.& Ind. Pittsburg & Connellsville (B.& O.)):		13	mal bee nell	American	1
Plain Bonds Omaha and Southwestern :	34,000	6		**	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1884		1st Mortgage, tax free 2d Lien Balt. Loan	4,000,00		Jan. & July	Baltimore.	1898	
1st Mort. (North Platte Div.)	300,000	8	June	& Dec	New York.	1890	0.00	Turtle Creek Div. bonds	1,000,00		Feb. & Aug	New York.	1989	А
Orange, Alexandria & Manassas 1st Mort. (Alex. to Gordonsville	and a	000	16.0		and the second	715.32		Real Estate bonds	. 100,00		various.	Baltimere.	1883	ä
1st Mort. (Alex. to Gordonsville	400,000			& Nov		1878	90	Pittahurg Rt. Wayne & Chicary			and aday	Stanious Con	1000	ii)
2d Mort. (Charlotte to Lynchb. 3d Mort. "	1,155,500 598,000			& July		1875	83	1st Mortgage (Series A) 1st Mortgage (Series B)	875,00		Jan. 4. July Feb. & Aug	New York,	1912	В
4th Mort. "	574,000		March	h & Sept	Alexandria.	1880	95 85	1st Mortgage (Series C)	875,00		March & Sept	"" ""	1912	8
Consolidated Mort	1,645,500			& July		1882	841	1st Mortgage (Series C)	. 875,00	0 7	March & Sept April & Oct		1912	34
Va. State Loan Osage Valley & Southern Kansas	249,962	2 .	cont.	- "		1893		1st Mortgage (Series E)	875,00 875,00	0 7	May & Nov June & Dec	- J. # 11. 10 10	1912	4
1st Mortgage (5-20 years)	200,000	0 10	Jan.	& July	New York.	1888	put	2d Mortgage (Series G)	860,00		Jan. & July	4 4	1912	H
Oswego and Rome (B.W. & O.):	Ing 8. 7	12	100,00	1000	ALL THE LESS TO	39024		2d Mortgage (Series H)	. 860,00	0 7	Feb. & Aug	4 4	1912	i. I
ist Mortgage guar	500,000			& Nov		1916		2d Mortgage (Series I)	860,00		March & Sept	ATT BELL AND	1912	Ġ.
Oswego and Syracuse(D.L.& W.)	112,10	0 6	Feb.	& Aug		1891		2d Mortgage (Series K) 2d Mortgage (Series L) 2d Mortgage (Series M)	860,00		May & Nov	PRINCIPLE DE LA COMPANSION DE LA COMPANS	1912 1912	
185 MOTGAGE, guaranteed	1 110 004	0 7	May	& Nov	New York.	170-18	0	2d Mortgage (Beries M)	860,00	10 7	June & Dec	. 44	1012	
2d Mortgage, guaranteed. Ottawa, Osw. & Fox R.V. (CB&Q)	. 875,000	0 7	"	4		1885	****	Bridge (O. & P. R. R.) bonds.	2,000,00	0 7	April & Oct	4 4	1912	
1st Mort., traffic guar & tax fre	1,200,000	0 8	Jan	& July	Boston.	1890	1.34	Equipment Mort. of Mar. 1, 186	1,000,00		May & Nov March & Sept	visco longit an	1876	-
Owensboro' and Russellville:	2,200,000	1	Jan.	w ouij	DOSTOR.	1000	1000	Construction bonds of Jan. 1,"			Jan. & July	4 4	1877	B
1st Mortgage	200,000	0 6	April	& Oc	. New York.	1886		Port Huron & Lake Michigan :	1		1	TO M. T. ships	reige V	o.
Pacific of Mo.: 1st Mort., construction(Dresden	74.00				W W	1000		1st Mortgage of May 1, 1809 Portland and Kennebec:	1,800,0	10 3	May & No	New York.	1899	£
1st Mortgagegol	7.000.00	0 0	* Jan.	& Au	New York.	1880 1880	***	let Mort (K & P.R.) 1851-76	1. 224,8	10 6	April & Oct	Portland	1883	S
Real Estate Bonds	. 500,00	OTO	va	rious.	St. Louis.	var.	59	1st Mort. (K.& P.R.R.) 1851-'6 Funded Int. bonds Oct, 1, 1863	22,6	18 6	The work	Boston.	1883	ě.
St. Louis County Loan Panama:	. 700,60	0 6	Feb.	& Au	g. 66	71-7	3	Consol. (P.& K.R.R.) Apr.1, 186	790,7	00 6		Pacul De De	1895	
Sterling Bonds £152,775 at 4.85.	740,95	9 7	* Rob	& Au	London	1872	the state	Portland loan	100,0		Annil & O	Portland		
Sterling Bonds £19,350 at 4.85.	93,84	7 7	* April	& Oc	London.	1872		Portland and Oxford Central:	202,4	1	April & Oct	Portland.	d Girl	
Sterling Bonds £597,800 at 4.85.		0 7	* 4	. "	(Intil de) -to	1897	100	1st Mortgage of 1863	250,0	00 (- 4 -	Portland.	1868	ű
Paterson and Newark (Erie):	1 K00.00		To Your		Philipping (a)	110.00	1	Port Royal:		7 18	A STATE OF	St. 15, 15, 16, 16, 1, 10	of ite	(6)
1st Mortgage guaranteed Paterson and Ramapo (Erie):	. 500,00	1	Jan.	& July	New York.	1885		Portsmouth, Gt. Falls & Conway	14 2,500,0	100	May & Nov	Lond. & N.	1889	5
1st Mortgage, guaranteed	. 85,00	0 7	May	& No	v. New York.	1878	111	Int Mortgage	200,0	00 6	- 4 -	Boston.	1880	1
Pekin, Junc. & Decatur(TW&W):				(83)	Grant 10		Potsdam & Watertown(R.W&C) A T	2 0	mar. Lang	200,000-00.2	(20)R (
Pemberton & Hightstown(C&A)	a 10,000pn	n 7	Feb.	& Au	g. New York.	1901		1st Mortgage, guaranteed Pougkeepsie and Eastern:	345,5	00 7	June & Dec	New York	172-17	14
1st Mortgage endorsed		0 7	Jan	& July	New York.	1877	(at	Pougkeepsle and Eastern:	14 800,00	10	Jan. & July	Marie Tolley 16	1010	1
Pennsylvama:	200,00	1	Jan	- out	THEM FORK	1911		Providence, Warren and Bristol	M. della	"	Jan. & July	New York.	1910	ü
1st Mort.)	4,972,00			& July		. 1880	99	1 1st Mortgage of 1868.	55,0	00 8	June & De	Providence	1877	
2d Mort. Harrisb. to Pittsb.	2,594,00			1 & Oc	t. "	1875	97	Quincy and Toledo (T., W.& W.):	5 100	ortooda Ea O a	ALL THE PROPERTY.	ALISAN B	lē.
2d M. stg.) General Mortgage	2,282,84		TA	J & .	London. Philadelphia	1875	93	The Mantenana againmed	500,0	00	May & No	New York.	1890	
State lien on whole property	. 5,924,71	7 6	Anri	As Oc	t. Harrighurg	771.10		let Mort guer and tay free	800,0	00 1	Jan & Tele	Poston	1900	
Debentures or Short Bonds	. 1,109,22	4 6	J. A	. J. & (Philadelphia	1871		1st Mort, guar, and tax free Raleigh and Gaston :	000,0	"	Jan. & July	Boston.	1.890	S
Mortgages and ground rents	102,80			rious.		1	1999		50,0	400	The second secon			

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Late.	When.	Payable.	Dae.	Price.	Description of Bonds.	Amount.	Late.	Interest	Payable. Where.	Due.	1
		-	when.	w nere.	_	-	E E E MAG & L MAN	-	<u> </u>	When.	w nere.	H	-
ading and Columbia (P.& R.): lst Mortgage, guaranteed	\$650,000		March & Sep	Philadelphia.	1882 1884		Savannah and Charleston: 1st Mortgage(Sav. & Char. R.R.)	\$406,500		Jan. & July.	New York.	1889	1
M Mortgage, guaranteed ensaelaer and Baratoga:	850,000		June & De	(W. & N.)	TOOP		Bonds (C.& S.R.R.)guar by S.C. Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	May & Nov.	Charleston.	1870 1889	1
lat Mortgage	150,000		Jan. & July	New York	1873 1880		Savannah and Memphis:			May & Now	Now York	1890	1
2d Mortgage	300,000 150,000	7	64 46	4 4	1887		Schenectady and Susquehanna:	14 7 013	RX)	May & Nov.	New York.	1-1/2/19	1
ist Mortgage (S. & W.)assumed ist Mort. (T., S. & R.)assumed.	400,000 500,000		March & Sep May & No	t. « «	1886 1890		lst Mortgage tax freegold Schuylkill and Susquehanna:	350,000	7*	Jan. & July.	New York.	1900	1
ist Mortgage (G.F.Br.)assumed.	125,000		Jan. & Jul	* 0	1894	****	1st Mortgage, May 1, 1866 Scioto & Hocking Valley (M.& C.)	97,008	6	May & Nov.	Philadelphia.	1876	
chmond and Danville:	600,000	6	Jan. & Jul	y. New York.	1880	1	Scioto & Hocking Valley (M.& C.) 1st Mort., assumed by M.& C.Co.	300,000		May & Nov.	Baltimore.	1896	1
Virginia skg fund Loan		6	64 64	6 6	1875	82	Seaboard and Roanoke:	2010 5	(173,	may a non	EL OF DESCRIPTION OF STREET	10-16	
Consolidated, Mort	1,722,600 64,500	6	May & No	v. N. Y. & Rich Richmond.	75-190		1st Mortgage Selma and Gulf:	210,000	7	- &	Philadelphia.	1800	
londs to Roanoke Val. R.R.Co.	129,600				171-176		lat Mortgage, guar, by Alagold	16,000pm	8*	- 4 -	New York.	1890	
h., Frederickburg & Potomac: terling Bonds	67,777	64	Jan. & Jul	v. London.	1875		Selma, Marion and Memphis:	16.000pm	8*	March & Sent	New York.	1889	
Pollar Bonds	124,489	6		Richmond.	var		1st Mortgage, guar. by Ala. gold Selma and Meridian:	700 pag		The state of the s	21011 2012	14	
oliar Bondshmond and Petersburg:	274,228		100	boots a con-	var	****	1st Mortgage (3d series)	796,830	6	various.	- « -	var	
fortgage (old) various	151,296			N. Y. & Rich	'72-'80		1st Mortgage, tax free	5,000,000		April & Oct.	New York.	1887	
ortgage of April 1, 1870 hmond and York River:	110,000		April & Oc	American de la companya del la companya de la compa	la de il		2d Mortgage	6,000,000				****	
anoke Valley (R. & Dan.):	600,000	8	Jan. & Jul	y. New York.	1898		1st Mortgage, guaranteed Sheboygan and Fond du Lac:	700,000	7	Feb. & Aug.	Baltimore.	1872	
st Mortgage, guaranteed	129,600	6	Feb. & Au	g. Richmond.	71-76		1st Mortgage	750,000	7	June & Dec.	New York.	1884	
st Mortgage, guaranteed	70,000	100		(kroada	1876		Shenango and Allegheny:	800,000			and the street of	1889	
st Mortgage, guaranteed ekford, R. Island & St. Louis:	70,000		1	and the first department			1st Mort. of Oct. 1, 1869	520,000	100	April & Oct.	Philadelphia.	1909	
at Mortgage, conv., B.F. tax free.	9,000,000	7	Feb. & Au	g. N. Y. & Lond	1919		Ist Mortgage, guaranteed Sioux City and Pacific:	200,000	7	March & Sept.	New York.	1880	
cky River: st Mortgage, of Oct. 1, 1868	30,000	7	April & Oc	t. Cleveland.	1873		1st Mortgage Jan. L. 1868gold	11 - 1.628.006	6	Jan. & July.	New York.	1898	
me, Watertown & Ogdensb.: at Mortgage, (general) Skg Fund. at Mort. (W. & R.) Skg Fund. at Mort. (Potdam & Watert.).	682,500	100	97.6	or a survey seems	1891	1	2d Mortgage (U.S. subsidy)cu	1,628,320		4 4	44	1898	
at Mort. (W. & R.) Skg Fund.	796,900	7	June & De March & Ser	£. 41 44	1880		Sioux City and St. Paul: 1st Mortgage, L. G. tax free Somerset (Me. Central):	14,000pm	7	- 4	New York.		
st Mort. (Potsdam & Watert.).	345,500			C. 4 4	772-774					June & Dec.		1891	
	1,000,000	7	Jan. & Jul	y. New York.	1890	90	1st Mortgage, June 1, 1871gold South-Carolina:	Maria N		June & Dec.	Boston.	TOOT	
tland (Verm. Central):	\$00,000	7		And and there a	1880	112	Sterling Loan Bonds	1,492,016		Jan. & July	London.	778-78	9
quip. Bonds of May 1, 1870 quip. Bonds of Sept. 1, 1870 land & Burlington (Rutland):	500,000			v. Boston.	1880	941	Domestic Bonds (H) 1866-'67 Domestic Bonds (G) 1862-'67	. 342,500	6	Jan. & July.	46	173-27	7
land & Burlington (Rutland):	70,000			1	1863	1	Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	44	'88-'9 '80-'9	ø
t Mort. conv. into pref. stock I Mort. conv. into com. stock	70,000 67,000		# # #	g. Boston.	1863		Domestic Bonds (special)Sep.'6 Refit Estate Mortgage	6 78,000 80,783		Jan. & July.	62	771-19	ij
at Croix and Penobacot:			Tom & Tul	Colole Me	1879	1	Rest Estate Mortgage Mortgage, Jan. 1868 (L) South Georgia & Florida (A.& G)	. 800,500	7		New York.	182-18	3
st Mort. (Cal & Baring R.R.)	95,200 17,500			y. Calais, Me.	1879		ii 1st Mort. assumed by Atl. & Gul	1 464,000	7	- 4 -	New York.	1890	
lalais Loan to Lewey's Isl.R.R.	130,000		June & De	e. 44	1876		2d Mort. " " "	200,000		- 4 -	66	1890	
Joseph & C.B.(KC,StJ.&CB.) st Mortgage (80 m. in Missouri d Mortgage ("")	1,400,000	10	March & Se	t. Boston.	1892	97	South Mountain Iron:	200,000	6	June & Dec.	Philadelphia	1888	
d Mortgage (" ")	339,500				1874	21	1st Mortgage, Dec. 1, 1868 2d Mortgage, Mar. 1, 1869 South and North Alabama.	. 181,000				1884	
Joseph & Denv. C.(E.D.112m.) at Mort. of Aug. 14,1869 free	1,500,000	8	Feb. & Au	g. NY.L'n & Fk	1899	102	1st Mort., endor. by Ala., tax fre	22.000 pm	8	Jan. & July	New York.	1890	
Joseph & Denv.C (W.D.160m)			1	The state of the s	1	100	1st Mort., endor. by Ala.,tax free South Pacitic (Atl. & Pac.):	T 050 000				1	
st M. RR.lands of M'y14,'70,free Lawrence & Industry (Can.):	1	0	Feb. & Au	g. NY.L'n & Fk	100	97	South Shore (Mass.):	1 1 0	0	Jan. & July	New York.	1888	
at Mortgage	250,000	8	Feb. & Au	g. London.	1887		1st Mortgage, sinking fund South Side (L. I.):	150,000	6	April & Oct	Boston.	1880	
at Mortgage (Series A) skg f'd	1,100,000		Jan. & Jul	y. New York.	1894	100	1st Mortgage, Mar. 1, 1867	. 2,250,000	7	Mar. & Sept	New York.	1887	
at Mortgage (Series B) skg f'd d Mortgage preferred (Series C				t. a a	1894 1894		1st Mortgage, Mar. 1, 1867 South Side, Va. (A.M.& O.):	F01.00	100	100 51 511	100	184-19	
d Mortgage preferred (Series D	1,400,000	7	May & No	V. 44 44	1894	88	lst Mort., consol. 1st pref	619,30		44 44	New York.	184-,8	
d Mortgage Income (Series E) Equipment Mortgage	1,700,000		March & Ser	-66 - 66	1884 1894	814	4th Mortgage, consol. 3d pref Va. State Loan (net)	458,100	6	4 4	45 45 45 45	'84-'8	
Louis, Coun. Bluffs & Omaha:	100		1	Carlotte and the same	91178		Southern Central:	708,10	6			long	4
st Mortgage, guaranteedgol- Louis and Iron Mountain:	16,000pm	7	Jan. & Ju	y. New York.	1901		1st Mortgage, skg fund conv	. 1,500,00	7	Jan. & July	New York.	1900	į
at Mortgage of Aug. 1, 1867 gold	4,000,000	7	Feb. & At	g. New York.	1892	95	Southern Iowa and Cedar Rapids 1st Mortgagegol	d 1.500,00	7	May & Nov	New York.	1900	,
Louis, Jacksonville & Chicago		1			1894	18	Southern Minnesota:	100 10 10	10	000		15030	
at Mortgage of Mar. 1°, 1864 d Mortgage of May 1, 18 8	360,000		Jan. & Ju	y. New York.	1898	97	Southern (Cal.) Pacific:	A vall T	1.35	a conserve	1.1 1.5 PHOS. 1911	1888	
Louis, Lawr. & Denv. (Pacific)	e e	1			1901	142	Southern Pennsylvania:	d	6	Jan. & July	New York.	1901	
st Mortgage, guaranteedgold Louis and Santa Fe:	20,000		The state of the		The state of		1st Mort. March 1, 1870 gol	671,50	7	March & Sept	Philadelphia		
at Mortgage Louis and South Eastern:	20,000 pm	7	Jan. & Ju	y. St. Louis.	1891		outh Western (Cen. of Ga).	d 80,00	7		"	1880	
st Mort. skg fund convgol	3,250,000	0 7	May & No	v. New York.	'94-'9	8	Mortgage Bonds, various	399,00			Macon.	177-18	į
Louis and St. Joseph (N. Mo.) at Mort.of Nov.2, 1868 guar.gol	1.000.000	0 0	May & No	v. New York.	1893	00	Mortgage Bonds, Muscogee R.F. Spartanburg and Union:	300,50	7			****	
st Mort of Nov. 2, 1868 guar gol Louis, Van & T. H. (T.H.&I.)	1 200	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40000	****	1st Mortgage, end, by S. Car	. 850,00			Charleston.		
at Mortgage, S. F., guaranteed d Mortgage, S. F., guaranteed Paul and Chicago (M.& St. P.)	2,000,000			ly. New York.	1897		lst Mortgage not endorsed	198,37	7		6		
Paul and Chicago (M.& St. P.)	2,000,000		100	New York.	101036		1st Mortgagegol	d 15,000pm	7	Jan. & July	New York.	1890	,
et Mort. of 1870gol Paul and Pacific 1st Division:	3,000,000	0 7	* J. A. J. &	D. 1 . 1 . 2	1900		Staten Island: 1st Mortgage	200,00		Jan. & July	New York.	1886	
at Mort. (St.P.to St. Anth. 10m.	120,000		March & Se	pt. New York.	1892		Sterling Mountain:	A MONTH	9	ORDER LUCKET	27 1 1 1 to 1 1 to	41.50	
and Grant & 2d Mort. (80 m.).	1,200,000	0 7		ec. 4 4	1892 1892		Ist Mortgage	850,00	7	- 4	New York.	1874	
eneral Mort. RR.& L.\$2,020,00	0	. 7	Jan. & Ju	ly. " "		111	- 1st Mortgage, extended	. 500,00				1875	
eneral Mort. RR.& L.\$2,020,00 feneral Mort., R. R. & Lands sta at M.(W. Line & L.)for\$3,000,00 d M.(W. Line & L.)for \$6,000,00	780,000	0 7	- 4 -	London. New York.			2d Mortgage, extended	250,00	0 6	Feb. & Aug	The Michael Control	1880	Í
d M.(W Line & L.)for \$6,000,00	0	. 7		4 4			lst Mortgage, skg fund conv	1,000,00	0 7	May & Nov	New York.	1886	į
Paul and Sioux City: and Stock on 400,000 acres		1	J. A. J &	J. New York		100	Summit Branch:	1	1	Jan. & July	Philadelphia	1975	
lom (W. Jer.):	A peticilia i	1	ON CASE THE	and the state of the	- Street	177	1st Mortgage			1117.00	Bulleton of	1010	
lst Mortgage guarlem and Lowell (B. & L.):	. 100,000	0 6	Jan. & Ju	ly. Philadelphia	1878		Jst Mortgage	200,00	0 6	- 4 -	New York.		l
st Mortgage guar	226,9%	0 6	Feb. & A	ng. Boston.	1878	95	lat Mortgage guaranteed	. 171,00	0 6	- 4 -	Camden.		
nd., Mansfield & Newark (B&O). 1st Mortgage guar. by B. & O .	2,307,00	0 7	Jan. & Ju	ly. Baltimore.	1909	to be less	Syracuse, Bing. & N.Y. (DL&W);	1	April & Oct	Star berull	1877	į
ratoga & Whitehall (R. & S.):	96.75		Of the last of the	The special states to	10000	5	Tebo and Neosho (M. K. & T.):	4 3 7	1	0.010		1	
let Mortgage, guaranteed	400,000	0 7	March & Se	pt. New York.	1886		1st Mort. assumed by M.K.& T	2,000,00	0 7	June & Dec	. New York.	1903	1
Let Mort.ex Jan. 1, 1871,on 44 m	. 150,000	0 7	Jan. & Ju	y. New York.	1	. 1	Terre Haute & Indianapolis:	- Carolina	0 7	April & Oc	New York.	1897	ı

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Wh		Payable. Where	Due	Price	Description of Bonds.	Amount.	Rate.			Payable.	Due.	1
		-	** 11	en.	W Hero		F	The second second second	- 7	R	Who	en.	Where.	A	6
loga : 1st Mortgage	\$243,000	7	May &	Nov.	New York.	1872		Western Union (M.& St. P.): 1st Mortgage for \$5,000,000	\$3,275,000	7	Rob 4	A	New York.	1900	
oledo. Peoria and Warsaw:	1,600,000	7	June &	Dec.	New York.	1894	94	AA GRE GELBGA:		3.1				1896	1
1st Mortgage (E. Div.) 1st Mortgage (W. Div.) 2d Mortgage (W. Div.)	1,800,000	7	Feb. &	Aug.	4 44	1896	91	Loan of Mar. 1861, guar. by C.&A. 1st Mortgage, Jan. 1, 1866	1,000,000		March & Jan. &	July.	Camden.	1883 1896	1
Equipment sinking fund	1,300,000 94,000	8	April &	July.	44 44	1886 1879	841	Consolidated mort. Apr. 1, 1869. West Shore Hudson River:	979,000		April &	c Oct.	ш	1899	1
Consolidated Bond Class A oledo, Wabash and Western:	1,406,000	7	May &	Nov	ce 16	1911		lst Mortgage	676,300	7	- &	_	New York.		1
1st Mort. (Tol. & Ill., 75 m.) 1st M.(L.Erie, W.& St.L. 167 m.)	900,000	7	Feb. &	Aug.	New York.	1890	974	West Wisconsin: 1st M. L. G., stg. conv. £800,000.	4.000.000	7#	Ton &	Tule	N.Y. or Lond.		1
1st M.(L.Erie, W.& St.L. 167 m.) 2d Mort. (Tol. & Wabash 75 m.)	2,500,000 1,000,000	. 7	May &	6	66 66	1890		Wicomico and Pocomoke:			Jan. &	July.	N.Y. or Lond.	1885	1
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	66	66	66 66	1878 1871	94	lst Mortgage Williamston and Tarboro':	200,000	6	Jan. &	July.	Philadelphia.	1888	
Equipm't Bonds (T. & W. 75m.) Consol. M. (T., W. & W. 500 m.)		7	F. M. A	. & N.	44 44	1883 1907	877	1st Mortgage coupon	350,000	8	May &	Nov.	New York.	1900	1
Decatur & East St. Louis 109 m.		7	- 66	u	" "	1900	904	Wilm., Charlotte & Rutherford: 1st mortgage	1,000,000	8	Jan. &	July	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	187-19	1
Proy and Boston:	300,000	7	Jan. &	July.	New York.	1887	1	1st Mortgage, endor by N. Car	1,000,000		4	4	a a	'87-'9'	
2d Mortgage	300,000	7	April	& Oct.	44 44	1885		Wilmington and Reading: 1st Mortgage	2,250,000	7	April d	k Oct.	Philadelphia.	1900	1
3d MortgageConvertible Bonds	648,000	7	May &	NOV.	4 4	1875 1882		2d Mortgage	262,200	7	Jan. &	July.		1902	4
roy, Salem & Rutland(R.& Sar.)			May &	Non				Sterling Loan	576,888	6	Jan. &	July.	London.	1881	1
1st Mortgage, guaranteed Proy Union:						1894		Sterling Loan	197,777	7	May &	Nov.	44	1885	
1st Mortgage, guaranteed 2d Mortgage, guaranteed	500,000 360,000	6	Jan. &	July.	New York.	1873		Winona & St. Peter (C. & N. W.):			Jan. &	July.	New York.	1898	Ö
Inion Pacific:		1	1			1878		1st Mortgage	20,000pm	7	Jan. &	July.	New York.		H
1st Mortgage, tax free 1st Mort. L. G. (12,000,000 acres	9 594 000	6*	Jan. &	July.				ad mortgage	12,000 pm		may &	TAOA.		****	ŝ
Income Mortgage	10,000,000	10	March	& Sept.	Boston.	1859	80 84	CANAL BONDS.					the state of		J
2d Mortgage (U. S. subsidy) Inion Pacific—Central Branch:	27,236,512	6	Jan. &	July.	N.Y.&Boston	195-199									
1st Mortgage	1,600,000	6	May &	Nov.	New York.	1895		Chesapeake and Delaware: 1st Mortgage	2,039,150		Ton &	Tolo	man anima		
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. &	July.		1895		Chesapeake and Ohio:	1		Jan. &	July.	Philadelphia.	1886	
Jnion Pacific, E. D. (see K. Pac.) Jnion Pacific, S. Br. (M.K.& T.): 1st M.R.R.342m.& 1,300,000 acres								Maryland State Loan	2,000,000 4,375,000		J A. J	. & O.	Baltimore.	1870	
Ist M.R.R.342m.& 1,300,000 acres Inion and Titusville:	4,145,000	6*	Jan. &	July.	New York.	1899		Preferred Bonds	1,699,500		Jan. &	July.	London. Baltimore.	1890 1885	
1st Mortgage	500,000	7	Jan. 4	July.	Philadelphia.	1890		Delaware Division (L.C. & W.):	800,000	. 6	Jan. &		Dhiladalahia	1	
tica and Black River: 1st Mortgage, July 1868		7	Jan. &	July				1st Mortgage, guaranteed Delaware and Hudson:					Philadelphia.	1878	
ermont Central:		1			New York.	1878	****	Mortgage bonds tax free Mortgage bonds of 1870, tax free	1,500,000 3,500,000		May &	Nov.	New York.	1877	
1st Mortgage2d Mortgage	3,000,000 1,500,000	7	June	& Dec.	Boston.	1886	817	Delaware and Raritan (See Cam	den and		Jan. &	L. R.)	1	1884	
Equip. Loans of 1866-'67	1,000,000	8	May &	Nov.	4 .	1891 '76-'77	38	Erie of Pennsylvania: Bonds (original)	743,654				Distribution		
Equip. Loans of 1867 Stanstead, Shefford & Cham. b'd	1,000,000		Jan. 4	Tule	et	1889	136	Bonds for Interest prior to 1850.	161,960	7	Jan. &	July.	Philadelphia.	1866	
Guar. Stock (Vt. & Ca.)	2,000,000		June d			1887	983	Lehigh Coal and Navigation: Mortgage Loan	5 65K 100				TO 10 - 4-1-14-	1	
ermont and Massachusetts. 1st Mortgage	550,000		Jan. d	Toler		*		Mortgage Loan	2,000,000	0	86	**	Philadelphia.	1884	
Convertible tax free, bonds	200,000	7	4	u uiy.	Boston.	1883 1879	92 100	Gold Loan	5,000,000	6	June &	k Dec.	44	1897	
Vermont Valley (Vt. Central): 1st Mortgage	386,000	7	April	& Oct.	Now York		100	Convertible Loan	1,996,879			44	44	1894	
1st Mortgage	114,000	6		16	New York. Boston.	1860 1860		Monongahela Navigation: 1st Mortgage	103,000	6	Jan. &	Tuly	Distabuse	1.0	
1st Mortgage Vicksburg and Meridian:	293,200	7	"	44	New York.	1859		2d Mortgage	7,000	6	66 G	" "	Pittsburg.	1887 1875	
General Mort., 1st series (red).		7	Jan. &	July.	Philadelphia.	1890		Morris (and Banking): 1st Mortgage	500,000	6	April	& Oct	Jersey City.	1	
" 2d series (blue). " 3d series (black)		1 7	4	66	4 -	1890		2d Mortgage	285,000	6	April .	**	11 11	1876	
" (not endorsed).	1,273,000	7	April	& Oct.		1890 1890	****	Boat Loan, sinking fund Dividend Scrip	236,965	7	4	41	4 4	1885	
Special Loan	225,438	8	Jan. d	d July.	"	1880		Pennsylvania:							
1st MortgageVirginia & Tennessee(A.M.& O.)	750,000	7	April	& Oct.	New York.	1890	****	1st Mortgage Schuylkill Navigation:		6	Jan. &	July	Philadelphia	1887	
1st Mortgage	494,000	6	Jan. &	b July.	New York.	1873	90	1st Mortgage	1,751,213			& Sept	Philadelphia	1872	
2d Mortgage	990,000		66	66	44 46	1869	794	2d Mortgage	4,006,670	6				1882 1876	
Income Mortgage	113,000	6	44	44	4 4	1884 1866		Improvement bonds	305,500	6	May &	Nov	. "	1870	
4th Mortgage Registered Certificates	846,000 116,129			46	44 44	1900	88	Boat and Car Loan 1863 Boat and Car Loan 1864	633,650				"	1888 1889	
Interest Funding Bonds	204,200			66	Richmond. New York.	1880 1880		Susquebanna (S. & Tide Water):	1					1000	
Vallkill Valley (20,000 per mile)	350,000		Amuil			1	****	1st Mortgage	700,000	6	Jan. &	July	- Philadelphia	- 1894 1885	
1st Mortgage	550,000	1	April		21011 20111	1910		3d Mortgage stg	872,667			66	London.	1878	
Warren (D. L.& W.):	239,300	7	Jan. &	k July	Boston.	1890		1st Mortgage	97,810	6	Jan. &	July	Baltimore,	1894	
1st Mortgage, guaranteed Varwick Valley (Erie):	511,400	7	Feb. d	& Aug	New York.	1875		2d Mortgage	. 300,000		66	66	"	1885	
lst Mortgage	85,000	7						Union:					London.	1878	
Vashington and Ohio:		7	April	& Oct	New York.	1880		lst Mortgage West Branch and Susquehanna:	3,000,600	6	May &	Nov	. Philadelphia	1883	
1st Mortgage 1868 for \$8,000,000 Vatertown & Rome (R.W. & O.)		7	May d	k Nov	New York.	1898		1st Mortgage, sinking fund	450,000	6	June 4	& Dec	Philadelphia	1878	
2d Mortgage	3,000	7	March	& Sept	New York.	1871		2d Mortgage	. 2507.CRR	1 0	May d	Nov		1888	
Sinking FundVestchester and Philadelphia:	796,900	7	66	a	" "	1880		3d Mortgage	13,000	1				1868	
1st Mortgage, convertible 3d Mortgage (8s compromised).	400,000		Jan. 4	k July	Philadelphia	1873	1001	1st Mortgage, assumed by Pa	600,000	6	Jan. &	July	. Philadelphia	1878	
Vestern Alabama:	1	1	April	& Oct		1878	1000	MISCELLANEOUS.		1	-		11.1		
Mortgage consolidated guar	1,200,000	8	April	& Oct	New York.	1900		American Dock & Improvement					1 1 1		
1st Mortgage (before consolid.). 1st Mortgage(M.& W.Point R.E. estern (B. & Albany):	750,000		Jan A	k July	66 66	1888	****	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. &	July	New York.	1888	
Vestern (B. & Albany):	1 010 500	1				1881		Consolidated (Md.) Coal:	1	1					
Sterling Bonds	500,000	6	Jan.	& Oct		1871		1st Mortgage, convertible Pennsylvania Coal:	100,000		Jan. &	100	the tellioning of the		
Dollar Bonds	753,500		April	& Oct	Boston.	1876 1875	99	1st Mortgage	566,000	7	Feb. &	Aug.	Philadelphia	1881	
Western Maryland: 1st Mortgage	600,000	6	Jan.	k July	Politi			Mortgage Bonds, guaranteed	2,500,000	7	June &	b Dec.	New York.	1872	
2d Mortgage preferred	600,000	0	"	44	Baltimore.	1890 1890	84 76	Mariposa: 1st Mortgage	1				L. Hersell 1	1	
Bonds endorsed by Balt Bonds (July 1, 1870) endor.by I	1,400,000			66	"	1890	954	2d Mortgage	1,500,000 2,000,000	7	Jan. &	& Oct.	New York.	18-	
Bonds (July 1, 1870) endor by I Western North Carolina (E.D.):	2,200,000					1890	96	Quicksilver:	1.00	1	10.7		N		
lst Mortgage, Mar. 1, 1870 Western Pennsylvania (Penn.): lst Mortgage, (E. Div.) guar	1,400,000	8	Jan. d	k July	New York.	1890		1st Mortgage2d Mortgage	1,000,000	7	Jan.	July	New York.	1873	
1st Mortgage, (E. Div.) guar	. 800,000	6		& Oct	Philadelphia	1893	83	Western Union: 1st Mortgage (S. F.) convertible	1	1	1		1	1	
lst Mortgage (Pittsb. Div.)gua				& July	I	14000	1 00	II ASL MOFLERRE (B. F.) CONVERLIDIE	1 9-004-UU	1 7	DATES TO A	NOU	New York.	1875	

An exterice (%) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroads are printed in RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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The actorist (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Ralivoad" A dash (--) across the column signifies "nil," and running dots (.....) signify "not ascertain Land Grant Ralivoads are printed in "Ralivos are distinguished by a "f," MAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

			AMERICAN	RAILROAD	JOURNAL.	
Value of Shares.	Market.	å IIIIIII	\$ 55 SS =	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	111111111111111111111111111111111111111	12 72 72 72 72 72 72 72 72 72 72 72 72 72
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

** early (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad are printed in "Inlies". State-aid Railroads are distinguished by a "5," and running dots (....) signify "not ascertained."

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RAILBOAD STOCKS:					Bar, Swedes, assorted sizes(gold).85 — @100 —	Chicago, Burl. & Q			1334		****
Atlantic & Gt. West'n (O. D.) pref. Atlantic and St. Lawrence* guar	\$1,919,000 2,494,000	0 4	4		Bar, Swedes120 - @130 -	Chic. & Northwestern . 817		****		113	
Baltimore and Ohio, pref	3,000,000	0 6	6	150	Bar, Refined, † to 2 in. rd. & sq1 to 6 in. x to 1 in	•• pref 94#		83† 95‡	944	82±	82
Berkshire,* guaranteed	600,000 250,000) 5	5		Bar, Refined, 14 to 6 by 1 & 5-16 & 21 to	1st M		****	****	****	
Blossburg and Corning, guar Boston, Concord and Montreal, pref. Buffalo, N. York and Eric, guar	1,340,000 950,000			75	2½ rnd. & sq	Consol.		****	****	****	101
lamiles and Atlantic, Diclinessesses	753,695	7		69	Large Round	Chi., R. I. & Pa. 78,1896	1011	116	115%	1124	
Datawissa, pref. and guar Dayuga and Susquehanna, guar	2,200,000 589,110		. 7	94	Scroll	Ulev., Col., C. and Ind., 904	90	904	901	90	90
ladar Banida & Missourt, Dreierrou	755,000			-***	Band	Clev.& Pittsburg guar 92	921	92	924	92	91
and guaranteed	400,000	7	7	39	Rods, @3-16 inch	3 M 86	****	****	****	****	****
Uhemung, guar Uheshire, proferred	380,000 2,017,815		8		Hoop	Clev. and Toledo		****	****	****	****
Jhicago and Alton, pref	2,425,400	7	10	123	Sheet, Russia, as to assortment(gold) $ -$	Col., Chi., & Ind. C 314	103 32¶	327	32	331	31}
		7	10	98	Sheet, Doubles and Trebles, Charcoal 71@ - 8	1 M 89%	****	894	90	90	90
Develand and Mahoning, guar Develand and Toledo, guar	2,000,000	1 7	7 34		Sheet, Galtanized List. 15 per ct.disc. Rails, English		778	119	77	1194	****
lashasha professed	177,750			****	Rails, English(gold)per ton. 74 — @ 75 — Rails, American, at Works in Pennse'y. 83 — @ 85 —	Del. Lack. & Western. 1092	109₺	****	109 102x	108	108
lonnactions and Passumpsio Livers	1,822,100	6	6	1 894	Anvils, (Eagle)per lb currency. — 9 @ — — STEEL—Duty: Bars and Ingots, valued at 7 cents per	2 M 78	****		****	****	****
preferred Dumberland Valley, 1st pref 2d pref	241,900 242,000	8	8	114	1b., or under 24 cents; over 7 cents and not above 11,3	Dubuque & Sioux City 613	63	621	623	65	641
Valamana # miavanteed	594,261		8		cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	pref 80 1 M.7s, 1897		80	80	81	81
Detroit & Milwaukee, preserved and	1,500,000			***	English, Cast(2d and 1st quality).per lb 16 @ - 18	2 M. 7s, 1879		****	****	****	97
Dubuque and Sloux City, preterred				****	English Spring (2d and 1st quality) $-7 @ -10$ English Blister (2d and 1st quality) $-10 @ -17$	3 M. 7s, 1883 4 M. 7s, 1880 91		96	****	92	
and guaranteed Dubuque Southwestern, pref	1,988,170 330,308		7	974	English Machinery	Great Western 2d mort	****	****	****	****	****
	492,500		8	****	American Blister	Hanmbal & St. Joseph. 43	92 42	92 414	41	41	40
imira, Jefferson and Canandaigua,*	500,000		5		American, Cast, Tool	pref 8s, conv		62	****		
guaranteed Imira and Williamsport,* guar Imira and Williamsport,* preferred	500,000	5	5		American Machinery 9 @ 10	Hudson River		****	****	****	914
and guaranteed	500,000		7	84	American German	2 M. S. F		****	****	****	****
rie, preferred	8,536,910 100,000		7	81	Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow	Illinois Central		133	133		
	5,078,224 1,182,550			62	Metal and Zine, 35 per cent. ad val. (Cash.) Cut, 10d. to 60d., Hook-head Brads, Fenc-	Lake Shore & Mich. S'th. 961	961	961	96	103 961	95%
larrisburg and Lancaster, guar	1,180,000		7		ing and Shoothing 10d to 60d per 1001h @ 5 75	Lake Shore Div. bonds		941		95	****
untingdon & Broad Top Mountain,	190,750	7	91	****	Cut, 8d. and 9d	2d pref	****	****	****	****	****
preferredoliet and Chicago, guar	1,500,000	7	7	26	Cut, 4d. and 5d 6 50	Michigan Central116 S.F. 8s, 1882	****		****	****	****
oliet and Northern Indiana, guar . ackawanna and Bloomsburg, pref .	300,000 500,000		8		Cut, 3d	M. S. and N. I. 1 M. S. F		****		****	****
oods and Farmington, guar	*******		5		Cut Spikes, all sizes	Mariposa Mining Co 99	99	****	••••	***	****
attle Schuylkill, guarouisville, Cincinnati and Lexington	2,646,100	7	7	****	Clinch, Kegs 7 25 @ 7 75	Milw. and St. Paul 62	. 3	3	****	$2\frac{7}{4}$	2
nyoformod	848,700		9	878	Horse Shoe, Forged (No. 10 to 5)per lb. — 20 @ — 33 Copper — 60 — 51	pref 80å	63 804	63	€0å 80∦	61% 80%	61 ± 80
a 2d pref	6,586,135 4,051,744	6		23 ¹ 11	Yellow Metal	1st mort 93	93		****		934
lanchester and Lawrence* lichigan Southern, guaranteed	1,000,000 586,800	10	9		TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roof-	8s	****	****		****	****
fill Creek and Mine Hill, guar	823,375	10	10	****	ing, 25 per cent. ad val.	7 3-10s con 95 Missouri 6s 96	96	****	****	951	957
liwaukee and St. Paul, preferred line Hill and Schuylkill Haven,*	9,744,268	7	***	80	Banca(gold). per lb. — — @ — 50 Straits(gold). — — @ — 42	Morris and Essex			93	93	****
guaranteed	3,775,000 282,250		8 12	****	English(gold), $\alpha - 41$	1st mort	95 l 105	951	951	****	951
lew Haven and Northampton	1,844,000		2	****	Plates—Fair to good brands. —Gold. — Currenty. — I. C. Charcoalper box.13 75 @14 — 15 — @ 15 50	New York Central		98	****	****	****
ew York and Harlem, pref liagara Bridge and Canandaigua,*	1,500,000	8	8	135	I. C. Coke	· 78, S.F.1876.1025		1001			
guar	1,000,000		6		Charcoal Terne11 75 @12 - 13 50 @ 14 -	68, S.F. 1883 94 68, S.F. 1887		****			****
	155,000 1,037,000		8	1024	PETROLEUM-Duty: Crude, 20 cents; Refined 40 cents per gallon.	N. Y. Cen. & Hud. Riv. 975 certificates .915	88	991	98# 91#	99 92‡	981
hio and Mississippit, preferences	3,500,000 680,000		7 8	77	Crude, 40 @ 48 gravity (in bulk) 117 2 12	N. York and Harlem		1144		112	92
aterson and Hudson, guaraterson and Ramapo, guareoria and Bureau Valley, guar	248,000		5	****	Crude, 40 @ 47 gravity (in shipping order) $ -$	pref	***	103	400		103
hiladelphia and Eric	1,290,000 5,996,700	***	0	****	Refined, S. W. (in jobbing lots)	N. Carolina 6s, old	****	****	****	36	****
biladelphia and Reading, pref	1,551,800 1,099,720		10		Refined, S. W. (in tin)	Ohio and Miss 48	201 491	49	481	481	48
itsfield and North Adams," guar	450,000	6	6		Residuumper bbl. 4 - 61	pref 77	****	****	****		
ortl, & Kennebec (Yarmouth) guar. ortland, Sago & Portsmouth, guar.	20:1,4.00 1,500,000		6		COPPER—Dury: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent, ad val.	Pacific Mail S. S. Co 633	637	644	637	64	64
ortsmouth and Concord*	350,000		7		All Cash.	Panama 92 Phila. and Reading 115	117	117	117	904	91 1174
ichmond, Frederickab. & Potomac, guaranteed	142,900	7	7		Copper, New Sheathing, (over 12 oz.) per lb.—— @— 48 Copper, Bolts—— &— 48	Pitts., Ft. W. & Chi. gtd	****	964			****
ochester and Genesee Valley*	557,560		7	****	Copper, Braziers' (over 16 oz.)	2 M					
utland, preferred	2,040,000	7	77	61 66	Copper, Old Sheathing, &c., mixed lots @		100		39	401	394
andusky and Cincinnati, pref	445,51 H		5	361	Copper, Chile Pig	St. L., Alton & T. H	****	39		401	00%
huylkili Valley,* guar monokin Valley & Pottsville,*guar.	869,450	5	5		Yellow Metal, New Sheathing and Bronze @- 30	pref					100
ol. Peoria & Warsaw 1st pref	1,700,000 1,300,000			****	Yellow Metal, Bolts	2 M. pref	001			884	****
oledo, Wabash and Western, prof.	1,000,000	7	777	86	LEAD-DUTY: Pig, \$2 per 100 lb.; old Lead, 11 cents	Tennessee 6s, old			****	81±	67
roy and Greenbush,* guar ermont and Canada,* guar	274,006 2,500,000		8		per ib.; Pipe and Sheet, 2 cents per lb. Spanish(gold) per 100 lb. 5 90 @ 6 —	Tol., Wab. & Western 79‡	667	671		67	67 78§
	1,408,300	7	7		German(gold) 5 90 @ 6 - 1	pref		791	784		108
rightev. York & Gettysburg,* pref.	817,050		2		English(gold) 5 95 @ 6 80 Bar 81@——	1 M	97		****	974	••••
CANAL STOCKS:					Sheet @10 -	Equipment					****
elaware Division, gnar	1,633,350		8		Colwells, Shaw & Willard Tin-Lined Lond Pine 150, put lb	Union Pacific 38%	91 394	90 38#		388	38
chuylkili Navigation, pref	1,175,000 2,888,997		10	125 824	COAL DUTY: Bituminous, \$1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, FREE; other, 40 cents	1st mort 92	917	91	91	91	914
nion, preferred		6		14	per 26 bushels of 80 lb, to the bushel.	L. Gt. 7s 821 Inc. 10s 87	82 87	817	811	811	81 844
MIRCHLLANHOUS STOCKS:					Newcastle Gasper ton of 2240 lb.—— @ 8 — Laverpool Gas Cannel—— @ 12 —	Virginia 6s, old	****				60
umberland Coal, pref	5 774 400	6		****	Liverpool House Cannel — — @17 —	consol					
	WATER SUICE			38	Anthraciteper ton of 2,000 lb. 4 - @ 5 -						17

		· Tooler		Prog	AN	IL
	ork Sto					
Actual Sale						
FEDERAL STOCKS :-	10.4.	F.0.	Bat.6.	M.8,	Tu.y.	W.10
U. S. 5s. 1874, reg.						
U. S. 58, 1874, cou U. S. 58, 10-408, re U. S. 58, 10-408, co	D		****			
U. S. 58, 10-408, re	g	1077		108		
U. S. 5s, 10-40s, co	up		108	108		
U. D. DS, 1001, reg.	*******	****	****		****	iii
U. S. 5s, 1881, cou	p110‡	****	****	109#	****	1107
U. S. 6s, 1881, reg	n1157	****	****		****	114
J. S. 6s, 1881, cou U. S. 6s, '81, O.W	L	****	****	****		
U. S. OS, 5-208. reg	6 02		****		****	
U. S. 6s, 5-20s, c. 1	8621124			1124	112	
U. S. 6s, 5-20s, reg	g. '64	****		****	****	****
U. S. 68, 5-208, c. 1	265 1001	****	****	1124	****	
U. S. 68, 5-208, res	1865	1113		1118	1114	****
U. S. 68, 5-208, c. U. S. 68, 5-208, r. 1 U. S. 68, 5-208, r. 1 U. S. 68, 5-208, c. 1 U. S. 68, 5-208, c. 1 U. S. 68, 5-208, c. 1	1, '65,1114	111	1111	1118	1118	****
U. S. 6s, 5-20s, c. 1	n '65.111å	112		1114	1111	
U. S. 6s, 5-20s, res	z. '67	1127	$112\frac{7}{5}$	113		112
U. S. 68, 5-208, c. 1	867113		113	113	113	112
U. S. 6s, 5-20s, reg U. S. 6s, 5-20s, c.	. '68		1101	113	1131	112
U. S. 68, Pac.RR.	90 1158	***		115		115
O. O. O. T. HOLLES	BOXTOPHOL	****	****	110		110
m. n. a.			***			
Philade	-				-	
Actual Sal						
	W.3.	Tb.4.	F 5.	Sat.6	M.8.	Tu.9
Jatuwiesa preferre	d	47	126	474		***
Camden and Amb	by1204	126		126	****	***
68, 188			****	****	****	***
6s, 188	3					
mort. (is, '89 96h	964		****	****	
Elmira & Williams	sport				****	
pref		****		****	****	***
Lehigh Navigation	451	451	467	478	478	47
6s, 188	1	408		*15		41
Gold I	93		931		94	94
R. R. I	d 93		93		94	94
Lehigh Valley R. I	L	59		954	96	
Lehigh Valley R. I	€ 59∤		59}	59	59≴	59
	coup	****	****			96
Little Schuylkill R	reg	****	461		90	***
78			****	****		
Minehill		531			****	53
Morris Canal			****		49	50
piet			****	****	125	***
North Pennsylvan		••••	51	****	100	51
08, 188	0	****	****	****	97	97
10s. 18	87			****		
Northern Central		39	391	39	391	
Oil Creek & Alleg.	Riv	391	39%	40	40	41
78	82	82	****	83	****	
Pennsylvania R. F	61	614	618	61		61
18t M.		****		99	****	***
Gen. n	ort	****	97‡		93	***
	reg	92		927	921	***
Penn. State, 6s.1st	series101	101				101
6s, 2d	series.103	105	****		****	108
Philadelphia City	series	1074	97	97	972	***

164 784 16a 78a

211

> 58± 29 58

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168

Baltimore S	Stock	Exchange.
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new101a
Philad., Germ. & Nor... 87a
Phila. & Reading 58
Philadelphia and Erie.. 29

Spruce and Pine
13th and 15th sts.

				•	
Actual Sale Prices	for the	week e	nding	Apl. 8).
W.	3. Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875		100	100		
1886			****		
1890	. 98‡	98	98	98	98
1884			****	****	****
1900 98		****	****	****	****
Bait and Ohio		****	****	****	***
bonds, 1875		****	****	****	***
1880				****	***
1885		****		944	94
Marietta & Cin. 1st M			98	98	97
2d M 89	1	****	****	89	
3d M. 8s 76	764	76	****	****	***
Northern Central		39	39	387	***
bonds, 1885			****		94
1900				****	
Pittab. & Connellsv. 7s	. 944	941	943	94#	
N. W. Va. 1st mort			****	****	
2d mort		****		98	***
3d mort					***
Virginia 6s, Consol 58		581	57	554	55
Defer. Certif 17	16	16	****	16	****
City Passenger R R		***	****	****	24

Boston Stock Exchange.

5. Bat.6 155 147 154 84 451 184	154† 45§ 134	Tu.0. 1544 1464 78 45	W.10
147 154 84 458	458	1464 73 45	146 155 7 45
147 154 8 84 454 . 184	45)	1464 78 45	146 155 7 45
154 84 451 184	45)	78 45	155
84 451 184	45§	45	45
184	134	45	45
184	134		
. 184	134	****	****
	****	****	***
109			
	****	109	109
		137	138
116	116	****	116
			113
	861	86	86
102		****	
. 112	1124		112
56	561	56	56
	****		***
		****	***
1			***
		81	***
		****	***
	****	991	
4 84	****	****	85
	****	****	71
	****	101	***
		****	***

			42
			17
9 61	62	644	64
	5 1164 3 1024 3 1024 561 561 6 86 86 4 84 8 4 84 8 396 6 166 167	5 116½ 116½ 15½ 86½ 112 1122 112 1122 15½ 56½ 56½ 16½ 56½ 17½ 484 17 15½ 8 8½ 14 15	5 116½ 116½ 5 116½ 116½ 86¼ 86½ 86½ 112 112½ 112½ 112 60½ 56½ 56½ 56½ 81½ 81 85½ 90½ 90½ 90½ 90½ 90½ 90½ 101 6 39 40 40 6 16½ 17¼ 18 4¼ 17 15½ 15⅓ 8¼ 17 15½ 15⅓ 8¼ 14 15 15¼

Landon Stock Exchange.

194	942	Douglon Stock Element	
94	94	-Closing	Prices
96		Mar. 29.	Mar. 22.
594	591	Atl. & Gt. West. N. Y. sec. 7 per ct	
000	201	1st mort., 1880	75 - 80
96	96	Do. do., 2d mort., 1881 68 - 72	70 - 75
			10 - 10
****	****	170. I Cillie, 180 more, Addissessessesses	
****	****	Do. do at more, 1002	
****	534	Do. Comson i per cente more reservi	76 - 80
49	50	Detroit and Milwaukee 1st mort. 7s 76 - 80	
125	****	Do. 2d mort. 8 p. c 75 — 85	75 - 85
	51.	Erie shares 100 dol. all paid 414 - 414	411- 411
100	****	Do. sterlg. 6 p. c. convertible bonds 88 — 92	88 - 92
97	97₺	Illinois Central, 6 per cent., 1875	
****	****	Do. Redemption mort. bonds 6 p. c.101 -103	101 —108
391		Do. 100 dol. shares, all paid1094-1104	1084-1094
40å	417	Marietta and Cincinnati 78 82 — 85	82 - 85
		Michigan Central 8s, conv. 1869 90 -100	90 -100
611	611	Panama 2d mort. 7s, 1872	
		Panama General mort. 7s, 1897 90 - 92	87 - 90
****		Penn. R. R. bonds, 2d mort. 6 per ct 100 -102	100 -102
93	****	Do. General mort. 6 p. c. 1910 95 - 97	95 - 97
921		Do. \$50 shares	49 - 51
	1014	Philadelphia and Erie 1st mort. 1881, 98 - 100	98 -100
	105	Do. with option to be paid in Phila. 98 - 100	98 -100
	100	200 min opion to be paid in a man to - 100	. 230
972		MARINE DATA OF STREET,	-
101	1017		
1014	1014	American Railroad Jou	irnai.

American Railroad Journal.

Saturday April, 13, 1872.

Stock Exchange and Money Market.

There has been extraordinary activity in the line of call loans to the Stock brokers, at rates varying widely, the extreme range having been from the legal rate, in a very few instances, to the same rate per annum and additional commission of 14@3%, and even in some negotiations, as much as ½ of one per cent. per day. The course of the market throughout has been more or less severely against the borrowing interests, due, in a considerable measure, according to current street reports, to speculative manipulations of the supply of money, which led to the withdrawal from free circulation of large amounts of funds, with a view to the aggravation of the Money pinch, and to the depression of share values, in the interest of the more daring operators for a break in prices, The alleged interference with the available supply of Money led to much angry discussion in financial circles, but without any substantial gain to the market, or advantage for parties needing help. Most private lenders made full and unbenefit, with little, if any regard, for the position tion on Wednesday was 1103 against 110 the pre-

The city banks were not able to of borrowers. afford much aid, in view of their own reduced resources, but they generally endeavored to accommodate their customers, and meet their necessities as far as practicable. There was a very slow movement in the discount line, with rates on choice to very good business paper ranging nominally from 8@12@15 per cent. per annum. The closing quotations for call loans on Wednesday were 100 % of one per cent. per day, added to the legal rate. The U.S. Sub-Treasury office increased its coin and reduced its currency reserves slightly. The city banks enlarged their loan and discount average nearly 13/4 millions during the week, while slightly reducing their outstanding circulation. The U.S. Sub-Treasury held currency balance at the close of business on Tuesday of \$4,026,802, and a coin reserve, of \$69,070,242.

The city banks, in their latest return, show a reduction of \$2,954,500 of legal tender notes, \$1,620,600 of specie, and \$1,993,300 of deposits; an increase of \$1,716,000 in their loan and discount averages, and a decrease of \$4,700 in their item of circulation. The city bank exchanges, last week, averaged \$156,387,000 and thus far, this week, about 135 millions daily. The banks now hold only \$1,189,250 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$19,764,100, against \$15,-512,186 same time last year. The city bank deposits are now \$201,065,500, against \$215,793,673 week ending April 8, 1871. The legal tender reserve amounts to \$38,695,200, against \$50,945,997 same time last year. The circulation now stands at \$28,014,700 against \$31,568,901 same time last year. The loans are now \$278,483,400 against \$290,107,870 at this date last year.

The coin reserve of the city banks is now about 193/4 millions as against about 287/6 millions on the 6th of January; the legal tender reserve is about 38% millions against \$46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance \$81,103, and enlarged its coin reserve \$317,304 as the result of the week's business. The receipts of the office were \$3,839,843 in coip, and \$4,712,868 in currency; payments, \$3,522,539 in coin, and \$4,798,972 in currency. The office received \$3,388,000 in coin or its equivalent, from customs; and disbursed \$157,788, of coin interest.

Government revenues yielded fairly, through the week. The excises yielded within the week about 31/4 millions, and thus far since July 1, 1871, \$99,562,237. The customs at the port of New York, last week were \$3,279,327; at the outports, equal to about \$1,100,000 more, all in cois, or coin certificates

Gold has been quoted somewhat stronger, in view of the heavy importations of foreign goods, and the comparatively moderate exports of domestic produce. The speculative demand has shown rather more spirit, though kept in check by the severe stringency in Money. The customs call has been up to a fair average, and the outward movement has been on an enlarged scale.

The range of the price during the week has reserved use of the pressure, for their individual been from 1097, @1101/2 and the closing quotaceding Wednesday. The specie outflow, last week, was \$916,474. The Gold Exchange Bank clear ances have averages about 26% millions per day during the week.

The customs demand for Gold last week, averaged \$564 667 a day; thus far, this week, it has averaged \$580,000 a day, or equal to a weekly aggregate of \$3,480,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$14,411, and since Jan. 1, 1872, \$575,216 against \$2,787,040 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$123,776,090 against \$114,778,792 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U.S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 6, 1872, \$62,274,942, against \$66,901,670 same time in 1870-'71.

The export drain of specie was \$916,474 last week, against \$846,617, same week preceding year. The shipments since July 1, 1871, have been \$28,831,380 against \$56,370,200 same time in 1870-'71.

Under the Treasury programme for April, Government propose to sell Gold as follows: Thursday, April 18-One Million; Thursday, April 25-One Million. And to buy in U. S. bonds as follows: Wednesday, April 17-One Million; Wednesday, April 24-One Million.

Foreign Exchange has been very quiet, with rates quoted about the same. Bankers' sixty day bills on London closed on Wednesday at 1091/8@ 1091/4; sight bills on London, 110.

The produce exports from this port, week ending with April 9, were to the currency value of \$4,369,131.

Government securities have been generally strong in price, despite the money pressure, and the demand has been fair, mainly for investment

U. S. sixes of 1881 closed here on Wednesday of the current week at 1153/4@1157/4; U.S. Five-Twenties of 1862, (other than the bonds called in) 1125/8@1127/8; U.S. Five-Twenties of 1864 at 1125 @1127; U. S. Five-Twenties of 1865, 1131/4 @1131/6; U. S. Five-Twenties of 1865 consolidated, 111%@112; U. S. Five Twenties of 1867, 1123/4 @113; U. S. Five-Twenties of 1868, 1131/8 11334; U. S. Ten-forties at 1083/8 @1085/8; U.S. Fives of 1881 (Funding Loan) 110@1101/4. Six per cent. currency bonds, 1151/4@1151/4.

The latest quotations at the London Stock Exe as follows with former return

enange compare as re	MICHS HILL	1 TOT MEL	resulus.
	Mar. 27.	April 8.	April 10.
Consols	93,1	9316	925/8
U.S. 5-20's of 1862	92%	9234	9234
U. S. 5-20s, 1885	9834	94	94
1867	9334	935/8	931/2
" 10-40s	891/6	891/4	891/4
Eria	5414	54 5	414@55

State bonds have been in moderate demand, at variable prices.

A fair demand prevailed for Railway Bonds, chiefly from investment purchasers, at firm prices, despite the unusual activity in the Money line. home and foreign account, and strong in price,

Railway and Miscellaneous share property, has been active, and values have fluctuated materially, influenced, mainly, by the extreme and persistent stringency in Money, said to be largely due to speculative manipulations of the supply of funds, though, in good part, also to the recent rapid increase of values and of stock dealings, at the Stock Exchange, which called for much more liberal pecuniary aid, to keep the speculative machinery in free working order.

There has been a brisk movement in Ingot Copper at a further material rise in prices; sales, 1,-500,000 lbs. at 42c.@45c., closing at 45c., cash and 351/c.@36c. for June to October delivery. Iron has been held above the views of buyers, and has been very quiet, with Scotch Pig scarce, and quoted \$50@\$52 for Glengarnock Pig, to arrive; \$52@\$55 for Eglinton do., on the spot; \$52, for No. 1 American, do., and \$50@51 for No 2 do., do. Lead, Spelter and Zinc, inactive. Pig Tin shows a further improvement in price, on an active business, stimulated by the continuously favorable foreign advices; sales, 3,000 slabs Straits at 40c. @401/2c., gold, per lb. Tin plates have been strong in price and in good request, with sales reported of 1,000 boxes I. C. Charcoal, to arrive at \$13 371/2; 1,000 boxes Charcoal Terne, at \$11 50 @\$11 75; and 500 boxes Coke Terne, \$10 50, gold, per box.

General business has been moderately active, with values of the leading kind of domestic produce fairly supported. Middling upland cotton closed on Wednesday at 231/2 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,-458,058 bales, against 3,396,638 bales same time in the preceding year; exports 1,617,342 bales against 2,370,350 bales in the previous year; stock at the ports at latest dates, 371,429 bales against 555.208 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand and heavy at 9@131/2 cts.; Veals @5 cts. per lb., all live weight. The week's receipt. were 6,909 Beeves, 2,670 Veal Calves, 20,004 Sheep and Lambs; and 22,215 Swine.

Foreign goods have been in fair demand at generally firm prices. The week's imports of foreign goods reached the amount of \$12,745,852 including \$5,429,901 of dry goods.

Ocean freights have been moderately active but rates have been quoted lower, and very irregular particularly by Steam to British ports.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York .- Boston, Hartford and Erie, 91/6; do. 1st mort., 441/4; Long Island R. R., 72; New Jersey R. R., 1261/2; New Jersey Southern R. R., 24; Albany and Susq. 2d mort., 97; Toledo and Wabash Equipment bonds, 87%; Ohio and Miss. consol, 941/8; do. 2d mort., 845/8; Milwaukee and St. Paul 1st mort Iowa Div., 90; bonds, 961/2; Cedar Falls and Minnesota 1st mort., 837/8; Central of New Jersey 1st mort. new, 105; ville and Abstabula new, 94; Lake Shore and Chambly 7s, 88; Jackson, Lansing and Saginaw

Michigan Southern scrip, 91; do. consol., 100 La Crosse and Mil. 1st mort. 8s, 100; South Side (L. I.) 7s, 92; Adams Exp., 971/2; U. S. Exp., 711/2; Wells Fargo Exp., 80; Am. Mer. Union Exp., 731/4; Western Union Tel., 73; do. 7s, 961/4; Quicksilver pref., 53; Brunswick City Land, 9; Atlantic Mail S. S. Co., 32; South Carolina 6s, new, Jan. and July, 8734; do. Apl. and Oct., 36; North Carolina 6s, special tax, 141/2; Kentucky 6s, 100; Alabama 5s, 60; Louisiana 8s, Levee Bonds, 77; New York State 7s, Bounty Loan, reg., 108; Consol. Coal of Md., 43; Spring Mt. Coal, 60; Pennsylvania Coal, 219; Maryland Coal, 221/2; Brooklyn 6s, W. L., 963/4.

Philadelphia.-Catawissa R. R., 16; Lehigh Valley 7s, new, 1011/4; do. allotments, 591/2; Pennsylvania allotments, 583/4; West Jersey 7s, 101; Warren and Franklin 7s, 921/2; Philadelphia and Reading deben. bonds, 821/2; Susquehanna Canal 6s, 75; Pennsylvania and New York Canal 7s, 961/2; Huntingdon and Broad Top Mountain 1st mort., 100; Wilmington and Reading 7s, 961/8; Chesapeake and Delaware Canal 6s, 94; Lehigh Nav. Consol. Gold Loan, 99; Allegheny Valley 7-30s, 94; Connecting R. R. boads, 87; Allegheny Co. 5s, 783 ; Fifth and Sixth Streets R. R., 44. The latest quotations are: City 6s, 973/@98; do. free of tax, 1011/2@1013/4; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 101@1011/4; do. 2d series, 1041/2@105; do. 3d series, 107@108; Reading, 58% 258%; do. mort. 7s, 1893, 1021/@-; do. mort. 6s, 1880, 93@94½; Camden and Amboy, 126 21261/2; do. mort. 6s, 1889, 961/4@97; do. 1883, 91@93; do. 1889, 91@92; Pennsylvania R. R., $61\frac{1}{2}$ @ $61\frac{5}{8}$; do., allotments, $58\frac{3}{4}$ @ $58\frac{7}{8}$; do. 1st mort., 981/2@993/4; do. 2d mort., 971/8@ 971/4; do. General mort. coupon, 92@931/2; do. reg., 921/4@925/8; Little Schuylkill R. R., 47@ 47; Morris Canal, 48@50; do. pref., 124@125; do. 6s, 90@91; Susquehanna Canal, 8@-; do. 6s, 741/2@75; Schuylkill Nav., 8@81/4; do. pref., at 91/2 cts.; Sheep at 7@10 cts. Swine, dull at 43/4 16@161/4; do. 6s 1882, 78@781/2; Elmira and Williamsport pref., 40@-; do. 7s, 1873, 94@95; do. 5s, 57@-; Lehigh Coal and Navigation, 46% @47; do. 6s, 1884, 87@-; do. R. R. Loan, 94@941/2; do. Gold Loan, 94@-; North Pennsylvania 50@-; do. 6s, 101@103; do., 7s, 971/2@98; do. Chattle 10s, 110@112; Philadelphia and Erie, 281/2@283/4; do. 6s, 87@-; Minehill, 53 2531/4; Catawissa, 15@17; do. pref., 47 @471/4; Lehigh Valley, 593/4@60; do. allotments, 591/4@591/2; do. 6s, new coupon, 95@96; do. reg., 95@961/2; do. 7s, 101@101; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 64@66; Thirteenth and Fifteenth, 21@ 211/2; Spruce and Pine, 33@84; Green and Coates, 47@48; Chestnut and Walnut, 56@581/2; Hestonville, 211/2@22; Union, 75@-; Germantown, 36@39.

Boston .- Fitchburg and Worcester R. R. 7s, 1889, 901/2; Old Colony and Newport 6s, 1876, Toledo, Peoria and Warsaw 1st mort. E. D., 94: 9734, Vermont Central 1st mort., 8134; Eastern do. W. D., 91; do. 2d mort., 841/8; Long Dock R. R. 6s, 1874, 98; do. 1889, reg., 95; Vermont Central and Vermont and Canada 8s, 9834; Chicago, Burlington and Quincy 1st mort. 7s, 1890, Central Pacific Sixes have been in demand on do. scrip, 1061/2; Great Western 1st mort. 1888, 1001/3; Little Rock and Fort Smith 7s, 1900, 9534; Galena and Chicago 1st mort., 1041/4; 20; Atchison, Topeka and Santa Fe 1st mort. 7s, closing at 101% @102. Chesapeake and Ohio have Detroit, Monroe and Toledo 1st mort., 981/4; been selling to fair extent at 94 per cent. and North Missouri 1st mort., 92; Cleveland, Paines- R. R. 8s, 1894, 111; Starstead, Shefford and

1001/4; Cincinnati, Sandusky and Cleveland R. R., 231/8; Conn. and Pass. Rivers R. R. pref. 891/2; do. 6s, 1876, 95; Rutland R. R., 17; St. Joseph & Denver City do. pref., 61; do. scrip., 87; Granite Railway, 69; Summit Branch, 461/4; Portsmouth Gt. Falls and Conway R. R., 100; Taunton Branch, 11114; Boston Water Power, 571/8; Waverly Land, 71/8; Cary Imp., 1478; New Hampshire 6s, 1873, 100; Maine 6s, 1889, 1001/4; Massachusetts 6s, 1879, gold, 1097/8; do. 1875, gold; 107; do. 5s, 1893, 98½; Boston 5s, 1879, gold, 99; Charlestown 5s, 1877, 93; do. 6s, 1892, 100; Roxbury 5s, 1879, 923/4; St. Louis 6s, 1879, 91; do. 1880, 90; do. 1886, 90; do. 1886, 891/4; (hicago 7s, 1890, 971/4; St. Louis Co. 7s, 1881, 99; Cincinnati 7 3-10s, 106; Salem 6s, 1877, 99; Cook Co., Ills., 7s, 1889, 963/4; Allouez Mining Co., 153/4; Aztec, 70c.; Astor, 50c.; Algomah, 1; Calumet and Hecla, 159; Canada, 30c.; Dana, 11/8; Dawson, Silver, 41/2; Evergreen Bluff, 3; Eagle River, 11/8; Great Western 75c.; Humboldt, 13/4; Hanover, 3; Hilton 23/4; Mesnard, 2; Madison, 11/8; Minnesota, 8; Native, 50c.; Petherick, 41/8; Phœnix, 271/4; Pontiac, 11/2; Ridge, 151/4; Rockland, 53/8; South Side, 1; Superior, 1; Shuniah, Silver, 93/4; Star, 70c.; Schoolcroft, 30; Tremont, 70c.; Toltec, 11/2; Winthrop, 80c.; Washington, 90c.

Baltimore.-Northern Central 6s, 1900, gold, 933/8; Orange and Alexandria 4th mort., 8s, 85; do. 3d mort. 8s, 95; Virginia and Tennessee 2d mort, 6s, 791/2; Orange, Alex. and Manassas 7s, 845/8; Central Ohio 1st mort., 841/6; Memphis City 6s, 55; Maryland Defense Loan, 104; George's Creek Coal, 77. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@ 941/2; Baltimore and Ohio, 1501/8@-; do., pref., 1001/2 -; do., 6s, 1875, 961/2 -; do., 1880, 99 @-; do., 1885, 94@941/2; Northern Central, 391/8 @391/4; do. 6s, 1885, 933/8@955/8; do., 1900, 86@ 87; do., 6s, 1900, gold, 933/8@935/8; N. W. Va. 1st mort., 99@99; do., 2d mort., 98@981/2; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 971/4@973/4; do., 2d mort., 893/4@903/4; do., 3d mort., 761/4@763/4; Central Ohio, 30@33; do., 1st mort., 843/4@85; Western Md. 1st mort. 6s, 1890, 86@-; do. 1st mort. guar., 95@97; do., 2d mort, guar., 95@96; do., 3d mort., guar., 96@ 96; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@86; Richmond and Danville bonds, 80@83; Orange and Alexandria 1st mort. 6s, 921/2@95; do., 2d mort. 6s, 831/8@84; do., 3d mort, 8s, 94@-; do., 4th mort, 8s, 843/4@86; Orange, Alex. and Manassas 7s, 843/4@ 85; Virginia and Tennessee 8s, 88@91; do., 6s, 1st mort., 93@95; do., 6s, 2d mort., 791/4@80; Baltimore 6s, 1875, 1001/2@1003/4; do., 1884, 98@9814; do. 1886, 99@9914; do., 1890, 98@--; do., 1893, exempt, 99@-; do., 1900, exempt, 973/4@98; Memphis City 6s, 541/2@551/4; Maryland 6s, 1890, 95@-; do. Defense Loan, 1883, 1031/4@104; City Passenger R. R., 24@24; George's Creek Coal, 78@81.

Mr. E. H. BIERDEMAN, a relative and one of the New York correspondents of Messrs. BISCHOFFSHEIM & GOLDSCHMIDT, of London, has joined Mr. JACOB RUBINS in establishing a Stockexchange house here, under the style of Messrs. E. H. BIERDEMAN & Co., at No. 22 William-street. THE

RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 971/2 and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend

TANNER & CO., BANKERS,

NO. 11 WALL STREET.

THE CHESAPEAKE AND OHIO RAIL. ROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS are among the most substantial and satisfactory Securities which we can recommend for investment. The Iron and Coal Interests along the line of the road are attracting the attention and capital of practical workers in these minerals in this country and Great Britain, and are found to be more valuable and important than those of any other section of the country.

The IRON, COAL, SALT, TIMBER, and AGRICUL-TURAL RESOURCES of the region which it traverses, together with the through traffic which it will command as a short, low-grade, economical Eastand-West Trunk Line, assure an immense and profitable business.

Price of the Bonds, 94 and accrued interest from Nov. 1. Principal and interest payable in gold in New York City.

Full information furnished on application.

We buy and sell GOVERNMENT AND CENTRAL Pacific Bonds, and receive them in exchange for Chesapeake and Ohio Bonds at their current prices.

FISK & HATCH.

HARVEY FISK, A. S. HATCH.

TELE

CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING \$5,000,000

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago,

and will thereby form the SHORTEST TRUNK LINE BETWEEN BUF-FALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of

Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long, The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) Two hundred and twenty miles are graded, bridged, and ready for the superstructure. The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part

of the equipment are purchased.

TRACK LAYING will be begun as soon as the

frost is out of the ground. The entire line will be ready for business on or

before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day

of its opening.
THE ROAD will be

33 Miles Shorter than any other Road. either BUILT or in contemplation between Buffalo and Chicago

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile and Ninety-six per cent.of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfer

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER, No. 10 Wall-St.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	. \$3,729,752	\$3,457,095
eotton	. 3,184,697	3,123,689
silk	4,634,671	4,007,608
flax	. 1,356,144	1,849,565
Miscellaneous dry goods.	. 1,545,511	1,292,918

Total entered for consump\$14,400,775 \$13,730,875 WITHDRAWN FROM WAREHOUSE.

		1871.	1872.
Manufactures	of wool	\$1,541,998	\$1,819,104
44	cotton	814,508	996,148
11	silk	824,147	1,041,270
16	flax	859,480	802,649
Miscellaneous	dry goods	276,503	210,450

Total	withdrawn	from	
Add en	house	\$4,316,636	\$4,869,621
	tered for con	sump.14,400,775	13,730,875

Tot. thrown on the market.\$18,717,411 \$18,600,496

	1871.	1872.
of wool	1,331,042	\$1,874,007
cotton	703,148	698,511
silk	957,565	1,180,957
flax	424,894	631,040
dry goods	811,588	807,073
	of wool	of wool\$1,381,042 cotton703,148 silk957,565 flax424,894

Total entered fo	r wareh'g\$3,728,237	\$4,186,588
Add entered for	consump.14,400,775	13,730,875

Total entered at the port. \$18,129,012 \$17,917,463

The imports of foreign dry goods at New York
for three months from January 1, were:

ENTERED FOR	CONSUMPTION	
	1871.	1872.
Manufactures of wool	\$8,308,666	\$9,293,941
" cotton.	7,389,409	8,262,411
silk	8,782,807	9,469,569
" flax	3,722,861	4,559,120
Miscellaneous dry goods	1,864,017	3,519,653

Total entered for cons'p.\$31,067,760 \$35,104,694

	1871.	1872.
Manufactures of wool	\$3,543,838	84,637,474
cotton	2,045,873	2,720,823
silk	2,063,392	3,098,545
flax	2,038,483	2,283,165
Miscellaneous dry goods.	586,184	545,484

Total withdrawn from warehouse\$10,227,770 \$13,285,441 Add entered for consump. 31,067,760 35,104,694

Total thrown on the	mar-	
ket	\$41,295,580	\$48,890,135

ENTERED FOR Y	AREHOUSIAG	0
	1871.	1872.
Manufactures of wool	\$3,742,590	\$4,533,514
cotton	2,244,369	2,733,707
" silk	2,011,039	8,471,029
" flax	1,410,693	1,885,801
Miscellaneous dry goods.	643,468	716,168

Total entered warehouse.	\$10,052,159	\$13,340,219
Add entered for consump	. 81,067,760	35,104,694

Total entered at the port. \$41,119,919 \$48,444,913 Imports of foreign dry goods at New York for

line moner	io mon	a bully A.	
Year.		,	Value.
1865-6			\$115,644,914
1866-7			88,451,059
1867-8		*** *** **** ****	62,420,141
		*** **** **** ****	
1871-2			113,129,312

Journal of Railroad Law.

TAILROAD COMPANIES—COMMON CARRIERS—EF-FECT OF SPECIAL NOTICE AFTER ACCEPTANCE OF GOODS,

The facts in the late case of The Detroit and Milwaukee Railway Company vs. Adams and others, (15 Mich. 458,) are fully and clearly stated in the following opinion by

CHRISTIANCY, J.—This was an action brought by the defendants in error against the company in a justice's court, to recover the value of one sack of wool alleged to have been delivered to them as common carriers for transportation.

The justice found the defendants below liable for the wool as common carriers. The proof of the loss was clear and uncontradicted, and that it occurred before the balance of the wool (of which it was a part) was shipped from the depot of the defendants.

And if there was evidence before the justice tending to show that the wool was delivered to and accepted by the company as common carriers, then the finding of the justice must be held conclusive though the case should be such that we if allowed to weigh the evidence might have arrived at a different conclusion—unless, indeed, it should appear that admitting the truth of the evidence, the plaintiffs, for some reason, had no right, to rely upon it, or admitted upon the trial some fact, or state of facts which would clearly defeat or avoid such tendency. Was there, then, any evidence, in this case tending to show that this sack of wool was delivered to, and accepted by the company as common carriers?

It was shown, and not disputed, that the gene ral business of the company was that of common carriers of goods and passengers for hire or reward; that they kept a building or depot in Pontiac for the reception of property for transportation over their road, and for the delivery of property coming to that place upon their road there was evidence that the plaintiffs sent one hundred and two packages of wool to this depot at different times between the 15th and 25th of October. (On which particular day the package subsequently lost was sent, did not clearly appear) That this wool was sent to the defendants' depot for the purpose of transportation over their road consigned to H. Hollister, Hartford, Ct., which was plainly marked upon the packages, and that the freight agent in charge of the depot was notified for which it was sent, there, and of the wish of the plaintiffs that the whole might be sent off together. That the agent told the plaintiffs where to leave the wool, and pointed out the place in the depot where it should be put and defendants, men assisted in unloading the wool and putting it in. That after part of the wool bad been thus delivered, the agent saying he could not then get cars to send it all together, it was agreed that plaintiffs should not send up the balance until notified by the agent that he could ship it as he said they were considerably filled up then in the depot with produce; that in a few days after, and about the 24th or 25th of October, having received notice from the agent, of his readiness to ship, the balance was sent to the depot. Part of the wool was shipped on the 26th of October, and part on the 3rd of November, but the sack in question was not shipped, and could not be found.

We think this evidence tended strongly to show

the delivery to, and acceptance by the defendants as carriers; that it was thus delivered and accepted as it came, and was placed in the depot, and that the delay in the shipment was for the convenience of the company, till the necessary cars could be got ready. But it is insisted by the company that the effect of this evidence was entirely destroyed by a notice to plaintiffs that the company would not be responsible, except upon certain conditions, presently to be mentioned.

The only proof of such notice, and of the time and manner in which it is claimed to have been brought home to the plaintiffs, is this. After the defendants' agent had given the notice that he was ready to ship, and the balance of the wool had been brought to the depot, the plaintiffs signed a shipping request in the following words:

"The Detroit and Milwaukee Railroad Company will please receive the undermentioned property, addressed to H. Hollister, Hartford, Ct., and transport over its line, subject to its tariff, and forward under condition stated on the other side.

"102 sacks of wool. 20.300 lbs.

"H. Hollîster, Hartford, Ct. (Signed by plaintiffs.)

The printed form was furnished by the company and the blanks filled by the plaintiffs. On the opposite side of the sheet, under the head of "General notices and conditions of carriage," was, among others, the following printed notice:

"That they will not be responsible for any article or articles conveyed upon their railroad, unless the same be signed for as received by a duly authorized agent, and a declaration or shipping note upon the regular printed form, as provided, presented to the agent, setting forth the description of the goods, and the parties to whom they are to be delivered. And when goods are intended, after being conveyed by this railroad, to be forwarded by some other company or conveyance to their final destination, the duplicate receipt furnished by the consignor must specify the same, and the articles marked accordingly."

Whatever might have been the effect of this notice, if given in this manner before the property was delivered, at the depot; it certainly came too late to affect the question of a prior delivery to and acceptance by the company, as carriers, or their liability for its safe keeping, while awaiting transportation. At this stage of the transaction, if the property had already been accepted by them as carriers, the plaintiffs had a right to treat the notice as only intended to affect the liability of the company in respect to the carriage of the property; if, in fact, it could have been construed as anything more than this, if given before the property was received in the depot.

The judgment of the Circuit Court, affirming that of the justice, must be affirmed with costs.

Judgment affirmed.

The Staunton (Va.) Spectator says work on the Valley railroad between Harrisonburg and Staunton, is about to be commenced. Two sections have been let to contractors, the ninth and the twenty-sixth, the former to Mr. P. M. McCabe, of Maryland, and the latter to Messrs. Kelly & O'Connor, of Virginia. The sections on this road are numbered from Harrisonburg, so that the twenty-sixth section is the last, counting from Harrisonburg.

Tax on Commercial Travellers.

From the Richmond Dispatch, April 5.

Judge Bond, of the United States Circuit Court, on yesterday rendered his decision in the case of the Commonwealth vs. W. H. Barrett, of New York city. Barrett is a non-resident trader, who was arraigned before the Police Justice of Richmond a few months ago for violation of the city ordinance and State law by selling goods by sample without license. He was duly fined, and thereupon carried his case, by writ of habeas corpus, before Judge Underwood at Alexandria. This judge decided both the State law and the city ordinance, under which the Police Justice acted, unconstitutional, and ordered the discharge of the prisoner. An appeal was taken by the representative of the State to the United States Circuit Court, whose decision affirming that of Judge Underwood was rendered yesterday. Judge Bond

I shall order the discharge of the petitioner in this case because I am of opinion that the law under which he is in custody is in violation of the second section of article four of the Constitution of the United States.

By the provisions of the twentieth section of the act of Assembly of Virginia, of March 24, 1871, the specific license required of every person not a resident merchant who desires to sell goods by sample in Virginia is fixed at one hundred dollars, It makes no difference what is the amount of his stock either at home or present with him. The tax is a fixed one, and is not dependent on the amount of his sales.

On the other hand, every merchant resident in Virginia is allowed by the same act to sell his goods by sample anywhere in the State without taking out any licease such as is required of the non-resident trader. To be sure, the resident merchant pays a licease also as a trader, but his special licease is much lower than that fixed upon the non-resident, and the whole amount with which he is charged is dependent upon the amount of a resident merchant's sales.

In addition to the privilege of keeping a store and selling his goods to his customers, upon the payment of his license, the resident merchant is entitled by the law in question to exhibit his goods all over the State without a sample merchant's license.

I think this is a discrimination against the citizens of other States, and comes within the decision of the Supreme Court in Ward vs. State of Maryland, by which such discrimination is determined by the Supreme Court to be unlawful.

The ordinance of the city of Richmond requiring a license from non-residents and exempting residents from its application is so clearly illegal that no argument is necessary to show it.

The party must be discharged.

The Phonixville Bridge Works.

The celerity with which work is turned out at these works is shown by this fact. On the 10th of February, Messrs. Clarke, Reeves & Co., the proprietors of these works, received an order for two very considerable iron bridges to go to Costa Rica, Central America. They were wanted for shipment by the 7th of March. Notwithstanding the short time allowed, the bridges were completed and shipped a week before the time agreed upon. Owing to the admirable system established, iron bridges of ordinary spans for road or railway purposes can be furnished with the greatest promptness. In fact, iron bridges, roofs and viaducts can now be bought and delivered with about the same rapidity as so many yards of tape or cotton cloth. The book of designs issued by Messrs. Clarke, Reeves & Co. is an interesting volume to engineers and others interested in this class of structures, and shows somewhat in detail many valuable features of the system in vogue there.

Public Debt Statement.

Washington, D. C., April 7.—The following is a statement prepared at the Treasury showing the progress of reduction of the public debt and interest from March 1, 1869, to April 1, 1872:

terest from March 1,	1869, to April	1, 1012:
	Debt March 1, 1869.	Debt April 1, 1872.
Five-twenty six per cent. stock \$	1,602,587,350	\$1,120,717,850
Other six per cent. stock Ten-forty five per	283,677,400	283,681,200
cent. stock	194,567,300	194,567,800
Other five per cent. stock	27,022,000	20,000,000
1881, new		200,000,000
Total funded debt\$	2,107,854,050	\$1,818,965,850
Demand Notes Greenback Certifi- cates, three and	\$356,021,073	\$357,590,906
four per cent	71,140,000	30,198,000
Gold Certificates	28,775,560	29,283,400
Fractional Currency Past due Notes and	36,781,547	42,283,899
Bonds	6,422,464	26,684,652
Total Treasury Circulation Less Gold in Trea-	\$499,140,644	\$186,040,357
sury	98,741,261	120,200,610
Town Common in	\$ 400,399,383	\$365,839,747
Less Currency in Treasury	18,853,529	10,431,299
Net Treasury Circulation	\$383,545,854	\$355,408,448
Total Debt less Cash.	32,491,399,904	\$2 174,374,298
Yearly interest in Gold Yearly Interest in	\$124,255,350	\$104,992,278
Currency	2,134 200	912,720
Total amo'nt of year- ly interest charge	\$126,389,550	\$105,904,998

The American Steamship Company.

The immense increase in the capital and production of the manufactures of this city in the last ten years, as revealed in the revised census, has barely ceased to attract attention and comment, when we have another subject which will first cause wonderment and then call forth admiration. The American Steamship Company is an enterprise which our generous neighbors have been asserting never had any other existence than on paper, and which long since had died a natural death. True, like most Philadelphia schemes, it was not every day advertised through general press agencies, nor did its directors keep themselves continually before the public; but it has gone on growing, nevertheless the lack of these features, which would be indispensable a hundred miles to the north of us. Its funds have been increasing, its ships are under way; and, some time in June, when the thousands of stran-gers will be here, they will be shown a spectacle that New York, Boston, Baltimore and none of the rest have ever seen-the launch of an American iron steamship, built of American materials, owned by American capital, and to be manned by an American crew. The report of the directors of the steamship company, sub mitted at the first annual meeting yesterday, is the most gratifying exhibit we have lately had of our city's growth and prosperity. The finances are in admirable order: Received on account of instalments to stock. \$696,020; on account of sub-\$3,175 92; total receipts, \$2,157,155 93. Wm. Cramp & Sons have been paid to date \$617,500, and \$1,424,500 have been deposited with the presentation.

Pennsylvania Railroad Company to secure the fulfilment of the steamship company's contract with these ship-builders. The entire fleet of steamships will be finished and delivered by the first of January, 1873.—Philadelphia Press.

Chicago, Danville and Vincennes Railroad.
The Chicago, Danville and Vincennes Railroad
Company, and the Western Indiana Railroad
Company have been consolidated into one corporation under the former name. This gives the
C., D. & V. Company a line of its own directly
through the best portion of the Indiana block coal
fields, and the shortest line which can be made
between them and Chicago.

The new line will begin at Rossville, cross the Wabash river at Covington, and run thence directly south to Coal Creek and the Southern line of Fountain County. All of the rails for the extension have been purchased; ten miles of the road are already graded, and track laying will commence in May.

It is not yet determined whether the company will continue the line to Brazil in Clay County.

The Rosendale Viaduct.

RONDOUT, N. Y., April 7, 1872.

The crossing of the first train over the Wallkill Valley Railway bridge was celebrated at Rosendale yesterday. About five thousand people were present, including many prominent men from various points in the vicinity. The first train over consisted of an engine, tender and seven cars. The test was completely satisfactory, the bridge showing no signs of weakness.

The bridge was begun in August, 1870, and was completed last January. It is built of iron, in five spans, supported by heavy stone piers and abutments, and iron columns. It is 150 feet high being the highest span bridge in the United States, and iron columns.

and its total length is 988 feet. It cost \$225,000.

The Wallkill Valley Railway is now completed to that point and the track is ready for the rails to this city. The road is expected to be finished to this place in about two months.

The Albany (N. Y.) Evening Jonrnal says the proposed railroad to connect Buffalo, in this State, with the Pennsylvania oil districts seems likely to be built, notwithstanding the apparent defeat of the Southern Improvement Company's monopoly. It says the oil interests of Titusviile will not be satisfied until any future combinations to oppress them are rendered impossible, and the inhabitants of Buffalo, Jamestown and other towns on the line of the proposed road extend substantial encouragement. The new company has been chartered by the New York Legislature and the Pennsylvania section can be constructed under the general railroad law of that State. The proposed route of the road, on a direct line, is a little more than one hundred miles long.

The Atlantic and Pacific railroad is completed so as to connect with the Missouri, Kansas and Texas railroad in the Cherokee Nation. This, according to the Galveston papers, affords the shortest route from Texas to St. Louis.

The bridge over the Occoquan, on the Alexandria and Fredericksburg Railroad, has nearly been completed, and it is expected that the trains will pass over it in two or three weeks.

The interest due April 1 on the first mortgage bonds of the Wallkill Valley Railway Company will be paid at the Bull's Head Bank on presentation,

Movements of Produce.

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st—

The second secon		
I more to D. s at the tor ?	1871.	1872.
Ashes—Pots, bbls	277	428
Do. pearis, buis	86	28
Beeswax, lbs	87,789	54,006
Wheat flour, bbls	496,925	196,577
Rye flour, bbls,	959	1,309
Cornmeal, bbls	26,150	40,783
Wheat, bush	2,193,863	1,772,710
Rye, bush		170,320
	12,804	7,843
Oats, bush		
Barley, bush	15,995	04.000
Peas, bush	11,177	64,298
Corn, bush	791,396	8,855,220
Candles, bxs	13,007	17,086
Coal, tons	2,339	22,679
Cotton, bales	231,154	102,374
Hay, bales	5,904	10,065
Hops, bales Naval Stores—	7,178	1,542
Crude turp., bbls	8	415
Spirits turp., bbls	4,366	4,696
Roein bhie	91,804	105,218
Rosin, bbls	1,061	3,385
Tar, bbls	576	955
Pitch, bbls		4,891
Oils—whale, galls	3,067	
Do., sperm, galls	141,654	190,963
Do., lard, galls	12,051	89,962
Do., linseed, galls	2,459	1,017
Petroleum, galls	16,780,549	12,980,445
Pork, bbls	49,446	45,262
Bee', pkgs	23,269	9,797
Do., tes	46,795	14,849
Cutmeats, lbs		88,735,662
Butter, lbs		1,028,507
Cheese, lbs	5,755,551	1,499,080
Fand the		55,765,371
Lard, lbs	1	31
Rice, tes	_	4,026
Do., bbls	2,110	
Tallow, lbs	6,529,132	13,521,422
Tobacco, hbds	9,837	7,975
Do., crude, pkgs	6,062	9,544
Do., manf., lbs		1,786,276
Whalebone, lbs	91,872	4,818
Receipts of certain article		

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st:

January 18t:		
	1871.	1872.
Ashes, bbls	1,827	1,761
Flour, bbls	678,885	485,071
Cornmeal, bbls	66,576	45,823
Wheat, bush	651,242	381,074
Rye, bush	1,707	5,340
Oats, bush	482,008	887,361
Barley and malt, bush	205,698	706,066
Peas, bush	8,587	54,148
Corn, bush	1,861,924	3,953,344
Cotton, bales	379,139	225,484
Crude turp., bbls	1,680	2,602
Spirits turp., bbls	10,929	11,416
Rosin, bbls	120,032	158,810
Tar, bbls	4,866	14,152
Pitch, bbls	150	474
Pork, bbls	99,903	56,494
Beef, bbls	69,495	11,766
Cutmeats, pkgs	86,719	167,338
Butter, pkgs	117,833	122,925
Cheese, pkgs	72,854	67,374
Lard, tes. and bbls	108,631	173,477
Do., kegs	5,380	6,981
Whiskey, bbls	43,311	53,752

The value of foreign imports at the port of Boston from January 1 to March 29, 1872, was \$14,720,407, against \$13,603,610 for the corresponding period of 1871—an increase of \$1,116,797.

European Steam Communication with the Chesapeake and Ohio Railroad.

The steamship "Caspian" of the Allan line, which arrived at this port from Liverpool, last Friday, had among the steerage passengers more than one hundred who were going West, from this point through Cincinnati. They were obliged to go to Baltimore, The "Nestorian," of the same line, which left Liverpool on the 26th inst.; has more than one hundred and fifty colonists for this port bound to Nebraska. They, also, will have to be forwarded via Baltimore.

With the completion of the Chesapeake and Ohio Railroad this summer, this state of affairs will be changed, and the cheapest route to the West will be by this line. Colonel Lamb has arranged for an immigrant ticket to Cincinnati and the West, from Liverpool via Norfolk, so soon as this road shall be floished, which ticket will be the cheapest from Great Britain to the West, and will attract through this port a surging tide of humanity. The immigrants will go from here to Richmond, take the trains to Huntington, and at Huntington—until the railroad is extended west of the Ohio—take steamers one hundred and forty miles to Cincinnati, where trains are leaving hourly for all Western points.

It is apparent that our direct trade movement has much to encourage it in the certainty of an early completion of the Chesapeake and Ohio Railroad in an unbroken line to Huntington.—
Norfolk Journal, March 31.

Boston, Hartford and Eric Railroad.

In the suits of the receivers of this road against Henry N. Farwell and against George W. Long and Co., the Supreme Court has decided in favor of the receivers. The case was made upon pet tions to compel the respondents to surrender to the receivers coupons due July 1, 1857 and January 1, 1858, to the amount of \$72,353 06 of bonds of the Hartford, Providence and Fishkill Railroad Company, secured by a first mortgage of the railroad between Providence and Water bury, bearing interest at seven per cent., and also coupons due July 1, 1857, to the amount of \$15,000 of bonds of the city of Providence—Boston Journal.

A dispatch from Halifax (N. S.) states that the local government have adopted a series of resolutions to aid the Western Railway Company by a grant of 150,000 acres of the crown lands, and an annual subsidy of \$30,000 for ten years. Also to give the New Glasgow and Louisburg Railway Company the same quantity of land and one-half the royalty on coal raised in Cape Breton for forty years. These measures, and others promised to furnish assistance to projected railroads, are said to meet with public favor.

The Titusville Courier learns from private advices that the projected railroad from Erie south, to pass through Meadville and Franklin, and unite with the Baltimore and Ohio road, via the Connellsville route, is meeting with a good deal of encouragement. A committee from Erie, headed by Judge Marvin and William A. Galbraith, Esq., have lately visited Baltimore, and had a very satisfactory interview with the officers and directors of the Baltimore and Ohio road—so much so, in fact, that immediate steps will be taken to organize the movement.

A dispatch dated Denver, April 5th, states that track laying on the second division of the Denver and Rio Grande narrow gauge railroad between Colorado Springs and Puebla began some days ago, and will reach Arkansas in time to commence running regular trains from Denver to Puebla by the first of May.

The Manchester Journal says it is reported that the Delaware and Hudson Canal Company will relay the track on the old Albany Northern road bed, from Eagle Bridge to Albany, thus making a direct route over their own road all the way from Rutland to Troy and Albany. It is also said that a short line will be built from the State line end of the Harlem extension railroad to Wait's Corners, or some point on the Rensselaer and Saratoga railroad, perhaps Eagle Bridge.

The ordinance providing for a renewal and extension of the mortgage due the city of Baltimore by the Pittsburg and Connellsville Railroad Company has passed both branches of the City Councils, and now goes to the mayor for his approval. The mortgage is extended to the extent of \$5,000,000, some \$280,000 being available for side tracks, equipment and paying present liabilities.

The Wilmington (N. C.) Journal says that the Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroad Companies have subscribed largely to the stock of the Wilmington, Charlotte and Ocean Steamship Company, and that new steamers are to be at once built and put on the line, with a schedule of two per week, between that city and New York.

The Philadelphia Press says that the Wilmington and Western Railroad Company have just completed a contract for a branch road connecting the Wilmington and Western proper with Landenburg, on the Pennsylvania and Delaware Railroad.

The directors of the Allouez Mining Co., recently elected, are: Horatio Bigelow, James P. Brewer, Oliver B. Cook, Samuel R. Spinney, Geo. F. Bemis, J. Frank Emmons of New York, A. P. Thomas of Michigan. The amount of assets over all liabilities is stated to be \$53,567 62.

The contract for constructing the Canadian North Shore Railroad has been awarded to Mesers. Dunlap, Smith & Keith of Chicago, who competed with Canadian and English firms for the job. The road is to cost \$7,000,000, and be completed in 1875.

The Westminster Advocate says that a survey has been made from Dillstown and Petersburg to Littlestown, and it is proposed to continue the survey on to Westminster, for the purpose of connecting that road either with the Western Maryland or the National railroad.

It is stated that the contract for the construction of the Grand Junction (Ca.) Railway has been awarded to Messrs. Brooks, Ryan & Co., at from \$15,000 to \$16,600 per mile. The contractors bind themselves to construct any of the four routes surveyed.

The total exports from Philadelphia during March, amounted to \$921,314, of which \$299,-759 was sent in American and \$621,555 in foreign vessels.

Western Railway of Canada, has been elected a director of the Erie Railway Company, in the place of O. H. P. Archer, resigned.

The Providence (R. J.) Journal says the construction of the Woonsocket Railroad is assured. The company has contracted with strong, reliable parties to build a first class railroad from Providence to Pascoag, the present season, com pleting the work by the first of January next. About \$200,000 of the requisite capital for making it a first-class road remain to be subscribed.

The Western Maryland railroad has been completed to the Antietam, within one mile and a half of Hagerstown. The bridge of the Antietam is in course of construction, and is expected to be finished during the present week, and the cars running through from Baltimore to Hagerstown by the 20th instant.

The Williamsport Pilot says the Western Maryland Railroad work is to be at once recommenced on the Williamsport end of the Western Maryland railroad.

The estimated earnings of the Erie Railway for the week ending April 7, 1872, were \$356,514; against \$200,949 for the corresponding period of 1871-an increase of \$55,565.

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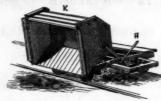
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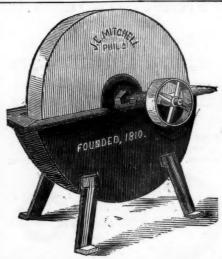
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